POSTAL COMMUNICATION, &c. (INDIA).

RETURN to an Order of the Honourable The House of Commons, dated 14 December 1852;—*for*,

COPIES "of the REPORT by the COMMISSION appointed to inquire into POSTAL COMMUNICATION in *India*; together with Copies of any Despatches from the Court of Directors to *India*, authorising new Regulations, and an uniform Rate of Postage in *India*:"

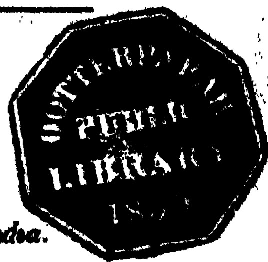
"And, of any REPORT from *Bengal* respecting TELEGRAPHS, and of any Despatches from the Court of Directors sanctioning the Establishment of ELECTRIC TELEGRAPHS in *India*."

East India House, 20 and 24 December 1852. JAMES C. MELVILL.

(Mr. Hume.)

Ordered, by The House of Commons, *to be Printed,* 27 & 28 *December* 1852.

LIST.



LETTER from the COURT of DIRECTORS to the GOVERNMENT of *India*.

Public Department, 15 December (No. 47) 1852.

Our Governor-general of India in Council.

Para. 1. WE now reply to the letters and paragraphs noted in the margin, relating to the proposed reform of the Post-office system in India.

Public Letters, dated 24th August (No. 29) 1850; 28th August (No. 23) 1851, paras. 2 and 3; 4th October (No. 30) 1851; 23d January (No. 3) 1852; 13th February (No. 9) 1852.

2. The inefficient state of the Post-office department has been a subject of complaint for many years; and various measures have from time to time been adopted (the last and the most important in 1839) for promoting "the rapid and secure conveyance of the Mails and the reduction of the Postage Rates." Shortly after the adoption of the system of Post-office administration now existing in this country, attention was directed to the question of reforming the Indian system on the same basis, and various schemes for carrying out this object were submitted to us by your Government in the years 1846, 1847 and 1848. Not being in possession of the information necessary to enable us to decide on the question, we contented ourselves at the time with directing your attention to various points which seemed to require special consideration before a decision was arrived at, and with desiring that no measures should be taken for an alteration of the present system without our previous sanction.

3. As the best means of obtaining the requisite materials for a sound judgment on such an important and complicated question, your Government decided on the appointment of Commissioners at the several Presidencies to inquire into the defects of the existing Post-office arrangements, and to report their views as to the proper remedies to be applied, with special reference to the system adopted in this country, and to the importance of forming a plan applicable to the whole of India. The gentlemen named in the margin were nominated to this important duty; and the result of their inquiries is embodied in a joint report, agreed to after the completion of their inquiries, and in the separate memoranda and numerous appendices by which the report is accompanied.

Mr. Cecil Beadon for Bengal and the North-West Provinces; Mr. Henry Forbes for Madras; Mr. William Courtney for Bombay.

4. The range of the Commissioners' inquiries embraced the whole of the Post-office administration, and their recommendations extend to an entire reform of the existing system, based on the following leading principles: the substitution of an uniform charge of half an anna on letters not exceeding a quarter tola in weight, accompanied by an alteration in the present ascending scale of weight for inland postage; the prepayment of letters by means of stamps, prepayment being enforced, as in this country, by means of a double charge on unpaid letters; the entire abolition of franking, and the charge of nominal postage on official letters to public departments.

5. Your Government, concurring generally in the conclusions of the Commissioners, have referred the subject for our instructions, and the Governor-general expresses his earnest hope that we shall give the necessary authority for carrying into immediate effect the proposed measures of reform.

6. Before proceeding to notice the particular recommendations made by the Commissioners, we have to express our general concurrence in the remarks made by the Commissioners and by the Governor-general, as to the duty of the Government to provide for the community at large the necessary means for the safe, speedy and cheap transmission of their correspondence, in consideration of the monopoly of the carriage of letters established in favour of the Post-office.

7. In supporting their proposal for the levy of a low uniform rate of postage without reference to distance, the Commissioners address themselves to the remarks made in our Legislative Despatch, No. 16 of 1846, where we drew attention to the apparent difference of circumstances, which seemed to render it doubtful whether the measure could be supported by the same arguments on which its adoption was recommended in this country. In the course of their remarks on this point, the Commissioners show that the main grounds on which an uniform rate of postage was adopted in England, viz., the comparatively small proportion which the cost of conveyance bears to the postage levied, and the fact that the cost of transmission to long distances depends less on distance than on the number of letters to be conveyed, do actually exist in India, though the proportion of cost in the case of the first of those grounds differs from that which was found to exist in this country. It is with much satisfaction, therefore, that we express our concurrence in the conclusion arrived at, that there is nothing in the circumstances of India to prevent our extending to it the advantage of an uniform rate of postage for a single letter, irrespective of distance.

8. The questions of the scale of weight and of the rate of postage to be introduced in connexion with the above change, are very minutely and carefully discussed in the Commissioners' Report.

9. The conclusion in favour of maintaining the present maximum weight of a quarter of a tola for a single letter (being little more than one-fifth of the maximum weight of a single letter in this country) is fully warranted by the considerations stated by the Commissioners; and the proposed amendment of the ascending scale of weight seems well calculated to secure the object of preventing the practice of "clubbing," by which the Post-office is so much defrauded; while, at the same time, it will have a tendency to lessen to some extent the weight of the mails.

10. As regards the rate of charge, abundant evidence is adduced to show, on the one hand, the effect of the present rates in suppressing correspondence, and in leading to the evasion of postage on such as is actually carried on; and, on the other hand, the large increase which may reasonably be expected in the number of letters sent through the Post-office, if the charge should be materially reduced.

11. We have come to the conclusion, after careful consideration, that sufficient grounds are stated for the adoption of the proposed uniform rate of half an anna for a single letter. It is true that at the proposed rate the postage collections on the existing amount of chargeable correspondence would be reduced from *Rs.* 14,30,001 to *Rs.* 5,17,994, and that an increase of paying letters passing through the post, to the extent of 147 per cent., would be required to make up the deficiency of *Rs.* 9,12,007. But, on the other hand, independently of the number of letters which will be brought under charge by the proposed abolition of the privilege of franking private correspondence, there seems good reason to believe, from the results which followed in India the reduction of the postage rates in 1837 and 1839, and from the similar results which in this country and in America have ensued from the adoption of a low uniform rate of charge, that an actual increase of letters carried by the Government mails will, within a moderate period, take place to the required extent.

12. The addition to the weight of the mails, consequent on the contemplated increase in the number of chargeable letters, will bear a comparatively small proportion to the present total weight. The weight of chargeable letters at present passing through the Post-office amounts to less than 19 per cent. of the whole; the remainder consisting of newspapers and free letters, in the proportion of 24 per cent. of the former, and 57 per cent. of the latter. The required increase of 147 per cent. in the number of chargeable letters, would involve, therefore, an addition of little more than one fourth to the aggregate weight of articles sent by the post · and it is satisfactory to find that for the conveyance of this additional quantity the existing establishments are believed to be, on the whole, fully adequate.

13. We

13. We formerly referred to the proposed supersession of the present system of money payments, by one of prepayment by stamps, in these terms: "To relieve the Post-office from cash transactions would certainly facilitate its operations, and admit of its establishments being greatly reduced; it would also tend to obviate embezzlements to which it may at present be liable." These advantages are set forth at length by the Commissioners, who further show that, by means of proper precautions, the frauds which we were apprehensive might take place in connexion with the custody and distribution of the stamps may be effectually guarded against.

14. We accordingly approve of the introduction of the system; but we agree that it will not be proper at once to enforce the absolute prohibition of sending letters without prepayment, though the check which exists in this country, of charging double postage for such letters as are sent unpaid, may properly be adopted, in order to limit the practice as much as possible. The system should not, of course, come into operation till such arrangements have been made as will afford every practicable facility of procuring stamps to the inhabitants of the rural districts.

15. Your Government has recorded no opinion as to the suggestion of the Commissioners, that the postage stamps shall be obtained from the Stamp-office in London. We shall take no steps in the matter till we hear further from you on the subject; but we would in the meantime observe, that there seem to us no adequate grounds for the Commissioners' proposal. The main reason alleged is the security from fraud which the English system of manufacture is believed to afford; but the Commissioners themselves express the conviction, that "the risk of loss by forgery in India would be less than in any civilized country of Europe, or the United States of America, or in most of the Crown colonies." The additional expense, therefore, of procuring the labels from this country seems to us unnecessary, and we should wish immediate attention to be directed to the machine at the Stamp-office at Calcutta, referred to by the Commissioners (para. 140), in order that it may be ascertained whether it can be made applicable to the manufacture of the postage stamps.

16. Under any circumstances, we think it likely an objection will be entertained to the assimilation of the postage stamps in India to those in this country, as regards design and colour, as the mere difference of the inscription would not probably be thought to afford sufficient protection against the use in this country of the Indian labels of lower value. Some different device and colour should therefore, in our opinion, be adopted for the stamps in India; and it seems to us that the Company's arms or crest would be the most suitable for the purpose.

17. We approve of the proposal to abolish absolutely and unreservedly the privilege of franking private correspondence; and we agree that, with the proposed low rates of postage, it is unnecessary to continue the advantage at present enjoyed in this respect by soldiers and sailors; classes which, since the Act of 1840, came into operation, have enjoyed in this country no special privileges as regards inland postage.

18. With regard to official "franking," a change is imperatively called for, both by the abuse of the existing system, and by the necessity of adopting some plan which is likely to impose a check on the present enormous bulk of official correspondence. There is only one opinion expressed as to the extent of this latter evil; and the Governor-general states that, in his belief, "it is no exaggeration to say that tens of thousands of letters in number, and tons of official documents in weight, are annually conveyed by the Post-office in India utterly without necessity."

19. The Commissioners state that they have "experienced considerable difficulty in devising any scheme which, while it will continue to officers employed in the service of the State freedom from the charge of postage on letters sent and received by them, on the public business alone, will at the same time enable the Post-office to show a credit for the service it performs for the Government, and secure greater attention to economy by preventing the mails being unnecessarily loaded with official correspondence." The plan proposed for the

accomplishment of these objects is to abolish the privilege of official franking, as it now exists, and to credit the Post-office with the postage due on letters and parcels posted by certain officers on the public service; the number of officers empowered to send such packets without actual payment of postage being at the same time reduced within the closest possible limits.

20. We are unwilling to issue any positive orders, adverse to the recommendation of the Commissioners, on a subject to which they have given the care and attention which this point has evidently received at their hands. We must, however, express our strong conviction, that the difficulties referred to by the Commissioners could only be effectually met by a plan analogous to that which exists in the Government departments in this country, by which all official letters would be prepaid either in money or stamps. Prepayment in money would be opposed to the object of preventing, as much as possible, cash transactions in connexion with the Post-office; but to the use of stamps for the purpose, we see no sufficient objection. The expense would be inconsiderable, if, as we anticipate, the postage stamps are manufactured in India; and so far are we from attaching importance to the other ground of objection stated by the Commissioners, viz., the danger that the stamps would be used for their private purposes by the officers entrusted with them, that we are satisfied our officers would regard with abhorrence the abuse contemplated, and would abstain as rigidly from the use of the stamps as they would from the employment, for their private purposes, of Government money placed under their charge.

21. Notwithstanding, however, the confidence we feel in the high principle and honourable feelings of our public servants, every means should be used in connexion with this, as with every other opportunity of abuse, to guard against its occurrence. It will therefore be proper to make it generally known, that the franking of a letter not exclusively on the public business, or the use of Government stamps for freeing private correspondence (according to the plan which may ultimately be adopted), is not only to be abstained from as a "point of honour," but that it is a practice which involves a positive breach of trust, and will be punished accordingly.

22. Having thus signified our approval of the measures which are to form the basis of the new postal system of India, we leave it to you to carry out, as you may see fit, the various other recommendations of the Commissioners for securing the interests of Government, and for rendering the Post-office more available for the great body of the people. We shall confine our further observations to such points as appear to call for our special orders.

23. The Commissioners came to the conclusion not to recommend any change in the present rates of charge, or in the scale of weight for Indian newspapers; but at the same time they were of opinion that, if it were thought desirable to establish an uniform rate of postage for newspapers, a single rate of two annas would be the proper charge for a "single" newspaper. The Governor-general, thinking it desirable to encourage the circulation of newspapers as much as possible, proposes the adoption of an uniform rate of one anna on all newspapers transmitted through the Post-office.

24. The grounds stated by the Commissioners appear to us conclusive against the larger reduction proposed in the rates of charge, at least for the present; but we are willing to leave it to your Government either to adopt the uniform rate of two annas on a single newspaper, should you think fit to make the change, or to allow matters to remain on their present footing, till it shall have been seen how far the Post-office revenue recovers from the effects of the reduction of the letter postage, and especially how far the existing means of conveyance are likely to be available for any increased weight, beyond that of the additional letters which will be transmitted by post in consequence of that reduction. We also are of opinion that the suggested assimilation of the scale of weight for European and Indian newspapers should not now be adopted, as that measure would, if unaccompanied by a reduction in the rates of charge, check the circulation of English papers, which we should much regret.

25. It is proposed by the Commissioners, with the object of maintaining uniformity of administration, that the Post-office throughout India should constitute one

one department; the Postmasters-general of the several Presidencies, together with their subordinates, being relieved from all dependence on the local governments, and placed under the immediate control of an officer to be styled Director-general, who should act in immediate subordination to the Government of India.

26. We decidedly object to the introduction of a measure so wholly at variance with the principles and usage which obtain in other departments, nor is it at all necessary for the purpose of securing the required uniformity of practice. We do not doubt that advantage will arise from placing the Postmasters-general at each Presidency in immediate correspondence with the officer who, under whatever denomination, may be vested with the general supervision of the Post-office department throughout India; but we are of opinion that all requisite arrangements may be made without that supersession of the authority of the local governments which the Commissioners contemplate, and which we should consider as most injurious and objectionable.

27. In connection with this part of the subject, the Governor-general has recorded his sentiments on the disadvantages of the present system of selecting the Postmasters-general from the members of the civil service, and has submitted for our decision the question of appointing to those offices persons not belonging to our service.

28. We are aware that the important situation of Postmaster-general has not generally been filled in a manner which has tended to the good administration of the department. From the testimony borne by the Governor-general to the excellent administration of the Post-office in the North-western Provinces by Mr. Riddell, and from the fact that three of our civil servants have applied themselves to the study not only of the Indian postal system, but also of the systems of this country, and of others in Europe and America, with the diligence evinced in the report before us; we are happy, however, in being able to draw the conclusion that any defects in the management of the Post-office in times past, have not arisen either from the field of selection being too limited, or from any disinclination on the part of our servants to apply themselves to the duties of the department.

29. Under the constitution given by the Legislature to the services in India, there has been set apart for the conduct of the civil administration, a numerous body of highly educated individuals who have received a special training for its duties, and have been brought under stringent obligations for the purpose of securing their due subjection to the government they serve, and their strict fidelity to their high trusts. The agency thus created affords the means of filling efficiently the highest appointments in every branch of the Administration; and all that is required is, that before an individual is appointed to an important office, his known character and qualifications should be carefully scrutinized, with special reference to the nature of the duties to be performed, and to any other peculiarities of the office which may seem to require consideration. If the power of selection be thus carefully exercised, we apprehend that the difficulties stated by the Governor-general with regard to the office of Postmaster-general will be sufficiently met; and we must therefore decline to sanction in this case a departure from the established principle, that all the high civil offices are to be filled by members of our covenanted service.

30. The bad effects which have resulted from the appointment as local postmasters of officers charged with the performance of important duties in other branches of the Administration have frequently attracted our notice, and we approve of the intention to substitute the employment of uncovenanted servants, who will give their whole attention to the duties of the department. The plan for carrying out this change, which is sketched out in Mr. Beadon's memorandum, seems likely to prove very beneficial; and we agree with the Governor-general in estimating very highly the opportunity which the change of plan will afford, of providing on an extended scale for the employment of respectable natives.

31. Having now recorded all the observations which appear to be called for with reference to the report of the Commissioners, we have great satisfaction in

expressing our entire concurrence in the opinions stated by the several members of your Government as to the industry, ability and sound judgment displayed by those gentlemen in the performance of the duty entrusted to them. We have signified our approval of the greater part of the measures recommended; and we entertain a confident hope that the introduction of the proposed improvement will tend largely, not only to the comfort of individuals, but also to the material and intellectual advancement of the community at large.

32. We have entered into communication with Her Majesty's Postmaster-general with reference to the Commissioners' proposals, arising out of suggestions from that department with regard to the payment in one sum of the total postage, steam and inland, on letters to and from India; and the establishment of a book post between England and India, at an uniform rate of charge, to be paid also in one sum. We shall duly acquaint you with the result of our correspondence on these subjects, and shall at the same time inform you of the mode in which the accounts of steam postage between Her Majesty's Post-office and our several Governments in India shall hereafter be adjusted.

We are, &c.
(signed) *J. W. Hogg*,
R. Ellice.
&c. &c.

London, 15 December 1852.

(A true copy.)

East India House,
20 December 1852.

T. L. Peacock,
Examiner of India Correspondence.

REPORT of the Commissioners for Post-office Inquiry, with Appendices.

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VII.—The Banghy.

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Appendix (C.)

Appendix (D.)

Cecil Beadon,
Commissioner.

REPORT of the COMMISSIONERS for POST-OFFICE INQUIRY.

From the Commissioners for Post-office Inquiry to *F. J. Halliday*, Esq., Secretary to the Government of *India*, Home Department; dated Fort William, 1 May 1851.

Sir,

WITH reference to our letter, dated 7th February last, we have now the honour to submit a joint report on the result of our inquiries into the Post-office of India, and on the means which we consider practicable of rendering it more efficient, and more extensively conducive to the convenience of the public than it hitherto appears to have been.

Instructions to Commissioners.

2. We were directed, in your letter of the 9th April 1850, carefully to inquire into and report upon the system of postal communication as it exists in the several Presidencies, upon the numerous defects which appear in the operation of that system, and upon the remedies which have been suggested and appear to be feasible. We were also especially directed to consider the several schemes which have been proposed, either for the introduction of an uniform low rate of postage such as has for some time been established in England, or for the formation of some other system which shall approximate to the English system as closely as the different condition and circumstances of the two countries allow. Further, we were directed to report our opinion on the practicability of forming such a plan as would be applicable to the whole of the British territories in India.

Division of the subject.

3. We have divided the subject of our inquiry into the following heads:

1. Postage on Letters.	5. Franking.
2. Postage on Newspapers.	6. General Management.
3. Postage Stamps.	7. The Banghy.
4. Prepayment.	8. District Dawks.

I. POSTAGE ON LETTERS.

Uniform postage.

4. The primary object to which we conceive it to have been the desire of Government that we should give our attention, is that of ascertaining whether a low uniform postage on letters, such as has been adopted in the United Kingdom, is applicable to India; and if so, what rate of single postage and what scale of weight are most suitable to the circumstances of the country.

Whether the Post-office is to be considered a source of revenue.

5. Before reporting the result of our inquiries on this point, we deem it essential to notice a fundamental question upon the determination of which will depend, in a great degree, the adoption of any measure which may lead even to a temporary diminution of the receipts of the Post-office. That question is, whether the Post-office is to be regarded as a source of revenue, or as an executive department of the State which it is politic and necessary to maintain in efficiency, not only for the immediate purposes of Government, but for the diffusion of knowledge, the encouragement of trade, and the convenience of every individual of the many millions who are subject to the Government of the East India Company, and of the native states in subordinate alliance with it.

Meaning of the term "Revenue."

6. If the word revenue be taken to mean nothing more than a surplus money income after payment of all expenses, there can of course be but one rational answer to this question. The Indian Post-office never has been regarded as a source of revenue in that sense, nor indeed has it ever yielded a surplus money income worth considering. On the contrary, it has for some years been a source of trifling expense,* and the Government have repeatedly declared that so long as the department pays its own expenses nothing more is desired.

Either surplus money income or gratuitous service.

7. But in considering the obligations imposed upon the Government to put the Post-office of India in the highest state of efficiency of which in existing circumstances it is capable, the term revenue must, in our judgment, bear a wider meaning. The Government are, financially speaking, equally benefited by the existence of a Post-office, whether it yields a surplus income of so many lakhs of rupees, or whether it performs a service for the State which, in the absence of a Post-office, would involve the expenditure of a like sum. The public

* Appendix (A.), No. 20.

public dispatches must, even if there were no private correspondence or newspapers, be carried at an outlay little short of the amount now expended on the whole department; and, in so far as that outlay is diminished by the receipts arising from postage charged on letters and newspapers, so far does the Government derive a revenue from the Post-office.

To what extent Government are bound to contribute towards the expenses of the Post-office.

8. We are far from saying that if, after satisfying every reasonable expectation of the public, and placing the Post-office in an efficient state as respects the receipt, conveyance and delivery of letters, the receipts from postage should exceed the expenditure of the department, the Government would not be perfectly justified in appropriating the excess to the general purposes of state; but what we maintain is, that so long as the rates of postage press heavily on private correspondence, so long as the public are driven to resort to cheaper, more secure, or more rapid means of transmitting their letters than the Post-office affords, the Government ought not to persevere in demanding those rates of postage, or withhold the means necessary to ensure cheapness, safety and quickness in the transmission of letters by post, upon the plea that the Post-office does not pay its expenses, when in reality the whole of the public, and a considerable amount of privileged correspondence, forming altogether about 57 per cent. of the whole weight of the covers conveyed by the mail, is received, carried and delivered almost free of expense to the Government,* the cost of its transmission being levied, not on the community at large for whose benefit the service is performed, but on the small section of the community who, at the present high rates of postage, make use of the post for the transmission of their private communications. When the Government constitutes a monopoly of the Post office by prohibiting all persons under severe penalty from carrying letters for hire without its permission, and when at the same time it professes not to regard the Post-offiice as a source of revenue, we conceive that it is bound no less in fairness than in policy to convey all private correspondence, including letters, newspapers and packets of every kind, at the lowest reasonable charge, consistent with the re-payment of the same proportion of the expenses of the department as is borne by the number and actual weight of that correspondence to the number and actual weight of all the covers passing through the Post-office.

Objections to the principle of uniform postage as applicable to India.

9. It has been objected to the introduction into India of a scale of postage fixed with reference to weight only and not to distance, that such a scale is inapplicable to the circumstances of the country, the cost of conveyance bearing a much larger proportion to the whole expenses of the department than in the United Kingdom. In answer to this objection we beg to refer to the argument by which the principle of uniformity of postage was maintained by the Select Committee of the House of Commons in 1838. It was calculated by the Committee that the chargeable letters weighed about one-fifth of all the covers passing through the Post-office, that the total annual cost of transit was 287,306*l.*, and that consequently one-fifth only of that amount was the cost of conveying the chargeable letters, the remainder being in the nature of a tax imposed by the State for conveying other documents free of charge. The number of chargeable letters then passing through the Post-office of the United Kingdom in a year was about 77,500,000, and hence the average cost of conveying each letter free of tax was taken to be $\frac{57461}{77500000}$*l.*, or a fraction less than two-elevenths of a penny, while the tax itself was about eight-elevenths of a penny. It was contended that the State might with perfect fairness distribute the whole amount of this tax in equal shares upon all chargeable letters, each letter being in that case debited with its share of the whole tax, being eight-elevenths of a penny (an invariable sum), plus a sum varying according to weight, but not exceeding on an average two-elevenths of a penny, being the cost of carriage to the place to which each letter was conveyed. The cost of transit being found to be about two-fifths of the entire charges of the Post-office, and the chargeable letters being only one-fifth of the whole by weight, it was further shown that the cost of conveying the chargeable letters was one-fifth of two-fifths, or two twenty-fifths, that is, about eight per cent. of the whole charges of

* *Note.*—While the inland postage on chargeable covers passing through the Post-office in one year amounts to *Rs.* 16,84,471. 5. 1., the postage chargeable on free and service covers at the same rates is *Rs.* 24,71,168. 15. 1.

of the department; and, taking into consideration the Revenue Tax, the cost of conveying the chargeable letters was found to be only one forty-second part of the postage levied on them. This small variable element was further shown not to be in proportion to the distance each letter was carried, but rather in the inverse proportion of the number of letters carried on any given route. "On the whole, then," observe the Committee, "since the cost of transit, independent of the tax imposed for the purpose of franking, forms a very small part of the whole charge, and small as it is, is not in proportion to distance; and since the other elements of cost are invariable in their nature and wholly independent of the distance, the fairest principle on which to regulate the postage rates, supposing there were no tax for the purpose of revenue, would be to make that rate uniform."

Proportion of the cost of conveying chargeable letters to the whole charges of the Post-office, and to the amount of inland postage.

10. Now in India the whole charges of the Post-office at the three Presidencies, including the North-west Provinces of Bengal, amounted, in the last year for which the accounts have been supplied, to *Rs.* 21,17,676,* of which *Rs.* 11,69,791 was on account of the conveyance of inland mails, *Rs.* 7,25,987 on account of receipt and distribution, and *Rs.* 2,21,898 on account of pensions and of the conveyance of banghies and ship-packets, so far as they can be separated from the other charges of the department. The actual weight of chargeable letters, including law-papers, &c., is 18·61 per cent., or less than one-fifth of all inland covers passing through the Post-office; † the remaining four-fifths consisting of official covers, which are carried free, and newspapers, which are carried at a very much lower charge, in proportion to their weight, than letters. The cost of chargeable inland letters is therefore 18·61 per cent. of *Rs.* 11,69,791, equal to *Rs.* 2,17,698, or about 10 per cent. of the entire charges of the Post-office. In the United Kingdom the postage on inland chargeable letters in 1838 was sufficient to meet the expense of conveying all the inland mails as well as the entire cost of distribution, and to leave a large surplus revenue besides. In India the postage on inland chargeable letters, after paying for their conveyance and distribution, contributes only in part towards the conveyance and distribution of newspapers and franks. The remainder is partly met by the postage on newspapers, and partly by a payment from the general revenue. The total number of chargeable inland letters, including law papers, &c. passing through the Post-office in India in one year is 10,118,763; their actual weight 3,142,779 tolahs; and the cost of conveying them in proportion to their weight, 3·442, or about one-third of an anna on each letter. The postage actually chargeable on these letters, at present rates, amounts to *Rs.* 14,30,001. 2. 4.,‡ that is to say, 2·251, or about 2¼ annas on each letter; so that of the whole postage on chargeable letters, &c., 4-27ths is the variable element which represents the cost of conveyance, and depends in the case of each letter on a variety of circumstances, of which the element of distance is only one; and the remaining 23 parts is the constant element debitable equally to every letter without the least reference either to weight or distance. These proportions differ somewhat from those which were found to exist in the United Kingdom in 1838, partly because the number of chargeable letters passing through the Post-office in India is smaller, partly because the rates of inland postage in India are lower, and partly also because the expense of carriage bears a larger, though not a much larger, proportion to the whole charges of the department. But still the variable element, even in India, bears a very small proportion to the whole charge; and, as it will presently be shown that this element is not in proportion to distance, it must be concluded that in India as well as in the United Kingdom, the fairest principle on which to regulate the postage would be to make the single rate uniform.

Cost of conveyance does not depend upon distance.

11. That the cost of conveying a letter does not necessarily depend upon the distance to which it is carried, is evident, if we suppose the simple case of two packets sent from the same place in different directions; one, containing 100 letters, to a place 500 miles distant, and the other, containing 10 letters, to a place 100 miles distant. Supposing the cost of conveyance to be one anna a mile, then the expense of sending the first packet would be 500 annas, or 5 annas for each letter, while the expense of sending the second packet would be 100 annas or 10 annas for each letter, though the distance in the latter case is only one-fifth

* Appendix (A.), No. 12. † Appendix (A.), No. 13. ‡ Appendix (A.), No. 6.

fifth of what it is in the former. Rates of postage regulated by distance are obviously unfair as regards letters despatched under those circumstances. It is far more correct to say that the cost of conveying each letter varies inversely with the number of letters conveyed.

Long routes consist of the aggregate of shorter ones.

12. But further, all long routes are necessarily made up of numerous shorter ones, and, except in particular instances, the establishment necessary for carrying the mails from one Post-office to another, on any given line of road, suffices to carry the mails from one end of the line to the other without any additional expense. An average rate of postage that will defray the cost of transportation on the short routes will, in the aggregate, defray the whole cost of transportation; "and hence," as we find expressed in a report by the Assistant Postmaster-general of the United States of America, "there is no reason, looking to cost of transportation as the only element of postage, for making any additional or further charge upon letters conveyed over the long distances."

Illustration, single set of runners.

13. The truth of this proposition is so clear as to be self-evident, where only one runner is employed to carry the mails; and this is the case on by far the greatest extent of post road throughout India. Between every two stations connected by postal communication, there must of necessity be maintained at least one set of runners; and it is therefore obvious that on a long line of road, where the carriage of the correspondence from one terminus to the other requires no additional means of conveyance, no more expense is incurred than if the correspondence were confined to that passing from one intermediate station to another. Supposing, for instance, that the mails from Benares to Peshawur could be carried by a single set of runners, it would be absurd to say that letters sent from Benares to Peshawur cost the Post-office anything in proportion to the distance. An establishment must be entertained to take letters as far as Attock, the next nearest station to Peshawur, and the only expense entailed by conveying them to Peshawur is the pay of the runners between those two places.

More than one set of runners.

14. The proposition is almost equally true where, in consequence of the nature of the roads, foot ruuners only can be employed, but where the weight of the mails requires the employment of more than one set of runners. An instance of this is found on the northern road from Calcutta. On this road three wallets are despatched every day from the General Post-office by three sets of runners. One contains the letters for Dum Dum, Baraset, Ranaghat, Kishnaghur and Merai. The other two contain the letters for Berhampore and the forward stations. At Berhampore the dawk is divided into three despatches; one to Bhaugulpore, Purneah and other parts of Behar; another to Malda and the stations in North-east Bengal and Assam; and a third to Bauleah and a few other stations in that direction. Now according to the principle above explained, the expense of carrying the first wallet is properly chargeable to the Dum Dum, Baraset, Ranaghat, Kishnaghur and Merai letters according to the distance of each Post-office from the one immediately in rear. The letters for Berhampore itself, which are usually sufficient to fill one wallet, are chargeable with the whole expense of one set of runners from Calcutta to Berhampore. The letters for stations immediately beyond Berhampore, on the diverging lines of road, are chargeable jointly with the expense of one set of runners from Calcutta to Berhampore, and severally with that of one set of runners from Berhampore onwards. But the letters to more distant places are debitable only with the expense of carrying one wallet between each station and the one immediately preceding it. Thus the letters to Malda (the next Post-office beyond Berhampore on the North-east Branch) are chargeable with one-third of the expense of a set of runners from Calcutta to Berhampore, and with the whole expense of a set from Berhampore to Malda. But the letters to Dinagepore (the next forward station) are chargeable only with the expense of one set from Malda to Dinagepore, because the set of runners between Calcutta and Malda must have been entertained if Malda had been the terminal station, and no such place as Dinagepore had existed. In the same way, following this line of road to its extremity, the letters from Calcutta to Dibroogurh, in Assam, are chargeable only with the expense of carriage from the penultimate station of Jorehaut (a distance of 70 miles), while those from Calcutta to Berhampore are chargeable with the whole expense of one set of runners for 118 miles, and those to Malda with one-third of the cost of a set of runners for 118 miles, and the whole cost for 73 miles.

15. The

Mail cart.

15. The next case to be considered is that of a mail cart, the fastest, most suitable, and, with reference to speed, the least expensive kind of conveyance which the country affords, and the one which the Government has considered it expedient to adopt wherever the state of the roads renders it practicable to do so. The principal line upon which the mails are carried in carts, is the grand trunk-road from Calcutta to Lahore. Now, to whatever point on this road the Government would consider itself bound to convey the mails from Calcutta at the same rate of speed as at present, upon the supposition that there were no stations in advance, the whole expense of conveying all the mails up to that point is chargeable upon the letters sent to that point, and no part of it upon the letters sent to more distant places. For instance, if the point be fixed at Benares, the letters to Benares should bear all the expense of carriage between that city and Calcutta; those to Allahabad all the expense of carriage from Benares to Allahabad; and those to Lahore all the expense of carriage from Umritser, and no more, though the distance between the two last-mentioned places is only 35 miles. If the point be fixed at Burdwan, then, supposing that an equal number and weight of letters are dispatched from Calcutta to Burdwan and to Lahore, it is manifest that each letter sent to Burdwan, a distance of 72 miles, will cost the Goverment more than each letter sent to Lahore, a distance of 1,214 miles; and as the letters to Lahore and the more distant stations in the Punjaub are more numerous than the letters to Burdwan, the difference of cost on each letter is still further increased by that cause.

Lines of road from Bombay to Calcutta and Agra.

16. The only apparent exception is that of the lines of road from Bombay to Calcutta and Agra respectively, where an expensive establishment is kept up for the sole purpose of conveying the overland mails from one end of the line to the other. Here, however, a contrary principle, equally inimical to the charge of postage by distance is brought into action. The conveyance of the correspondence between either end of the line and any intermediate point in it, or from one intermediate point to another, costs absolutely nothing.* The whole establishment must be entertained for carrying the mails from one end of the line to the other, whether there be any intermediate communication by post or not. The expense, moreover, beyond that of a single line of runners, is incurred almost exclusively for the convenience of the Government and of the European portion of the community; and as the aggregate length of the two lines makes but a small part of the whole length of postal communication in India, the peculiar circumstances above referred to ought not to offer any obstacle to the introduction of a system of postage devised for the benefit of the whole country.

No special objection to adoption of uniform rate in India.

17. It being therefore shown that the cost of conveying letters does not depend upon the distance to which they are conveyed, but rather upon the number of letters dispatched from and received at each Post-office, upon their weight, upon the mode of conveyance used, and upon the accidental circumstances that determine the various points along the several lines of road at which the whole bulk of the mails may be carried by a larger or smaller number of runners, or by a speedier mode of conveyance; and it having been also shown that the whole cost of conveying chargeable letters is but a small fraction of the postage levied on them, we are clearly of opinion that the adoption of an uniform rate of postage, if otherwise desirable, ought not to be denied to the people of India upon the ground of any supposed difference in this respect between the circumstances of this country and those of others in which a system of uniform postage has already been introduced.

18. The

* *Note.*—The thorough and intermediate correspondence on the road between Calcutta and Bombay, calculated on the returns of four weeks, is, for one year, as follows:

Chargeable letters, &c.	361,363
Chargeable newspapers	92,358
Service letters	128,805
Service gazettes	7,195
TOTAL COVERS	589,721

The postage chargeable on these covers to private individuals and public departments, at an uniform rate of ½ an anna the ¼ tolah for letters, and of 2 annas the 3½ tolahs for newspapers, would be about *Rs.* 75,000. The actual expense now incurred for conveyance on this line is *Rs.* 159,510.

Schemes of Post-office reform already submitted to Government.

18. The following schemes of Post-office reform appear to have been already submitted to Government:

1st. The proposal of Mr. Tayler, the Postmaster-general of Bengal, to impose uniform rates of postage on letters and newspapers without reference to distance, combined with compulsory prepayment and the use of stamps. The rates first proposed by Mr. Tayler were three annas on letters and two annas on newspapers, but in a subsequent communication Mr. Tayler proposed two annas on letters, and one anna on newspapers.

2d. The proposal of the Postmaster-general of Madras to adopt a scale of postage, graduated according to distance, the rates being half an anna to all places within 100 miles, one anna for all places within 200 miles, and two annas for all places more than 200 miles distant.

3d. The proposal of the Postmaster-general of Bombay to adopt an uniform anna postage on letters and newspapers.

4th. The proposal of the Bombay Government to adopt an uniform postage of half an anna on the half tolah, with an additional half anna for every extra half tolah.

5th. The proposal of the Postmaster-general of the North-west Provinces to adopt an uniform postage of half an anna on one-eighth of a tolah, and an additional half anna for every additional eighth of a tolah.

6th. The proposal of the Lieutenant-governor of the North-west Provinces to substitute a stamp on newspapers for the postage charge.

7th. The Governor-general Lord Hardinge's proposal to adopt a single uniform postage of one anna on every letter under one-quarter tolah in weight, and half postage of six pies on every letter under one-eighth tolah in weight, the ascending scale of weight above one-quarter tolah remaining as at present.

8th. Mr. R. N. C. Hamilton's proposal to make the lowest rate of postage one anna on the tolah, with additional rates, according to distance, up to eight annas on distances of 500 miles and upwards, and to introduce compulsory prepayment and the use of postage stamps.

9th. The Bombay Postmaster-general's proposal to equalize the rates of postage on imported and Indian newspapers, and to make a charge for delivering newspapers imported by steamer in the Presidency towns.

10th. Lieutenant Staples' plan for abolishing the detailed registry of letters; for making the Post-office clerks, postmasters; for adopting an uniform rate of one anna on all letters not exceeding half a tolah in weight; for introducing compulsory prepayment and the use of stamps; for the entire abolition of franking; for appointing one Postmaster-general for the whole of India; and for extending the Post-office system into native states.

Limitation of the question.

19. We may at once put aside the consideration of so much of any of the above schemes as provides for the adoption of a lower rate of postage than half an anna, or a smaller chargeable weight than one-quarter of a tolah, either for the unit, or for the ascending grades of the scale. These excessively minute subdivisions of charge and weight have been proposed for the purpose of putting a stop to the practice of clubbing, that is, of enclosing two or more letters to different persons under one envelope, thus bringing under charge every letter sent through the Post-office; and also for giving the native community the means of corresponding by post at the smallest possible cost. We are of opinion that the former object will be attained by means which we shall presently explain, and that any possible additional advantage in that respect, that might be gained by adopting so minutely divided a scale, would be neutralized by the labour and delay imposed on the Post-office establishment in determining the precise chargeable weight of each letter, and in dealing with those of extremely small size, as well as by the difficulty which the public would necessarily feel in ascertaining precisely the amount of postage to which their letters were liable. On the other hand, the average cost of conveying each chargeable letter being one-third of an anna,* and the expense of receiving and delivering it considerably more, there seems no reason why the smallest and lightest letter should be charged at less than the present minimum rate of half an anna (equal to about three farthings), especially when it is not found that that

* Appendix (A.), No. 18.

that rate interferes materially with the correspondence of parties residing within 100 miles of each other.

20. It will also narrow the question for discussion if we dismiss at once the consideration of all plans the basis of which is a higher rate of postage than one anna upon the quarter tolah. Because, even if the present ascending scale of weight were adhered to (double postage being charged upon letters not exceeding one tolah, treble upon letters not exceeding one tolah and a half, and so on), a plan of uniform postage founded on this basis would have the effect of doubling the postage now charged upon 4,201,345 letters passing through the post-office; of leaving it unaltered upon 2,445,552; and of lowering it only upon 3,460,500.* If the scale of weight were altered so that double postage should be charged upon letters not exceeding half a tolah, treble upon those not exceeding three-quarters of a tolah, and so on, the effect would be still more unfavourable, and upon heavy letters almost prohibitory. The financial result of the former plan would be a loss of about *Rs.* 6,00,000 on the letters now passing through the post; and it may well be doubted whether, to the community at large, the reduction of postage on long distances would be an equivalent return for so serious an increase of taxation upon the bulk of existing correspondence. We may therefore assume with confidence that the Government will not entertain any scheme of postage of which the basis is higher than a rate of one anna on letters not exceeding a quarter of a tolah in weight. The same.

21. In considering what plan of postage is best suited to the circumstances of India, and most likely to conduce to the convenience of the public, the social and commercial advancement of the country, and the ultimate financial advantage of the department, the difference between the circumstances of the European and native portion of the community must be distinctly borne in mind. It must be remembered that the former are very few in number, but, generally speaking, well educated, and in affluent circumstances: that they are accustomed and inclined to social correspondence, for which, from being collected at particular stations throughout the country, they have great facilities; and are comparatively little hindered from indulging in it by the expense which it entails on them, being for the most part regardless of the pecuniary advantage which they might derive from a more careful attention to the weight of their letters. The natives, on the other hand, are incalculably more numerous than their European fellow subjects. Upon the moderate assumption that there are 2,000 natives for every European, and that not more than 1 per cent. of the former can read and write, still there must be 20 natives for every European who can correspond by the post without assistance, provided that the means of paying postage are within their reach, and that the receipt and delivery of their letters are facilitated. But they are poor, and though well inclined to correspond, greatly prevented from doing so by the present high rates of postage to distant stations, and still more by the distance which separates the mass of them from the nearest post-office, and by the consequent trouble, expense, uncertainty, and perhaps loss, which the receipt and dispatch of their letters involve. The occupations in which large numbers of natives are engaged, connected with the internal trade of the country, are such as naturally to render their correspondence on matters of business far more extensive than that of Europeans: the greater part of the latter being engaged in the service of Government, and not under the necessity of writing letters except on their own personal concerns or those of their friends. With the improvement of the means of communication, extension of trade, and the gradual spread of knowledge throughout the country, the instructed and writing portion of the native community will continue to bear an increasing ratio both to the rest of their fellow countrymen, and to the European residents in India. But to the bulk even of these the amount they can afford to expend on the postage of their letters must ever be a matter of strict economical calculation. It may be regarded as certain that the utmost care will always be observed by the native community in keeping the weight of their letters within the minimum chargeable weight; and unless some considerable reduction is made in the existing rates of postage to distant places, they will continue to resort to ingenious contrivances for the purpose of saving expenditure under that head, or avoiding it altogether. Difference in the circumstances of the European and native portions of the community.

22. The

* Appendix (A.), No. 15.

Extent of European and native correspondence.

22. The comparative number of native and European letters dispatched in the course of one week* from 39 of the principal post-offices in Bengal and the North-west provinces, is shown in the margin. It would appear from this that the native letters are about three times as numerous as the European letters; but as the statement includes the General Post-office at Calcutta, where the number of native exceeds that of European letters by only one-third, the proportion for the whole of India is probably somewhat higher. Even if only four Native letters are written for every one dispatched by Europeans, the circumstance indicates the existence of causes by which native correspondence is practically restricted.†

23. Whatever reduction in the rates of postage may be determined on, will of course benefit, though in different degrees, all ranks of society; but it is not to be expected, for the reasons above mentioned, that the correspondence of Europeans will very materially increase, or that the finances of the department can ever be seriously affected one way or other by the correspondence of a few thousand individuals scattered over a vast and populous empire. It is to the increase of Native correspondence that the Government must look, not only for the support of the Post-office, and the provision of means to promote its efficiency and extend its usefulness, but for all the beneficial results that have attended the establishment of a practically unrestricted communication by post in the United Kingdom, and may be expected with equal or greater certainty to follow the adoption of a like measure in this country; greater, inasmuch as there is infinitely more room in India for the extension of intercourse by letter than there was in Great Britain in 1840, when the penny postage was established. It is, therefore, to a reform which shall chiefly meet the wants of the native community that the attention of Government must be directed.

Importance of the element of weight.

24. Another most important consideration inseparably connected with the question of postage in India, arises from the fact that the mails are for the most part carried by foot runners, and from the consequent necessity for confining the weight of postal correspondence within the narrowest practicable limits. Fortunately the habits of the people coincide in this respect with the necessities of the Post-office, and have been still further encouraged and confirmed since 1839 by the limitation of single postage to letters not exceeding a quarter tolah in weight. Native letters are habitually written, and that without inconvenience, upon small scraps of the thinnest paper procurable, so that the chargeable weight of a quarter of a tolah suffices to cover on all ordinary occasions the weight of a single letter. The actual weight‡ of 40,411 single letters posted at the Calcutta General Post-office was found to be 7,119¾ tolahs, or 29½ per cent. below their maximum chargeable weight. The average weight of each letter is therefore little more than two-thirds of a quarter of a tolah. While then, for reasons already stated, it would be unadvisable to reduce the unit of weight below a quarter of a tolah, it seems clear, on the other hand, that that weight is sufficient to meet the wants of the Native public; and this circumstance, combined with the urgent importance of restricting the weight of letters, affords ample ground for the conclusion that the present maximum weight of a single letter is the most suitable that could be adopted, and that no change in this respect is desirable. One quarter of a tolah is equal to $\frac{18}{175}$ of an ounce,§ or little

Unit [illegible]ght.

* Appendix (A.), No. 16.

	Paid.	Bearing.	TOTAL.
Native - - - - -	11,794	24,745	36,539
European - - - - -	8,061	5,683	13,744
TOTAL - - -	19,855	30,428	50,283

† The number of chargeable inland letters despatched in one year from all the post-offices, under the Postmaster-general of Bengal, is 2,325,000, of which probably four-fifths, or 1,860,000 are native letters. Assuming the population of the provinces in which these post-offices are situated to be 40,000,000, it would appear that only one letter was written among 21 individuals in a year. In the United Kingdom each individual writes, on an average, 12 letters in the year.

‡ Appendix (A.), No. 10.

§ *Note.*—A tolah is equal to 180 grains, of which there are 7,000 in the pound avoirdupois.

little more than one-fifth of the maximum weight of a single letter in the United Kingdom.

Scale of weight. Enclosures.

25. Having determined the unit of weight, we have next to consider the scale by which increasing postage should be charged. It seems unnecessary to give more than a passing notice to the plan of charging postage according to the number of enclosures in a letter; for this has never been adopted in India, and has been altogether abandoned in the United Kingdom and in America on grounds which apply with greater force to this country than perhaps to any other in the world. The only advantage that might be expected to attend the adoption of this mode of charging letters, is the possible check it would impose on the practice of clubbing; but the check would be most uncertain in its operation, and susceptible of easy evasion by the simple expedient of writing the required number of letters on a single sheet. On the other hand, it would occasion deep discontent in the minds of the public, and lead, as it did in England, "to a closer system of examination by the taxers than it seems prudent or humane to encourage."

Effect of existing interval between chargeable weight

26. At present, the interval between the maximum chargeable weight on single and double letters is three quarters of a tolah, that is to say, a quarter of a tolah is the maximum weight of letters chargeable with single postage, and one tolah is the maximum weight of letters chargeable with double postage. Up to 1839 the maximum weight of a single letter was one tolah, and of a double letter two tolahs. The change was made at the suggestion of Captain Taylor, the Agent for Post-office Inquiries, simultaneously with a general reduction of postage, which could not have been conceded without some considerable diminution in the weight of letters. It was thought, and rightly so, that a quarter tolah was a sufficient weight for an ordinary single letter, but it does not appear to have been foreseen that any inconvenience would result from leaving an interval between the weight of a single and double letter three times as great as the weight of the former. The consequence, however, seems to have been that the practice of clubbing, though we have no reason to suppose it has increased since 1839, has not diminished to the extent that was expected. To the mind of a native, accustomed to regulate his expenditure by the minute differences of a shell currency, it appears unreasonable that the same charge should be made upon a letter just exceeding a quarter of a tolah in weight, as upon one weighing a full tolah; in other words, that the same charge should be made for two articles, one of which is four times as valuable as the other. And this feeling has undoubtedly continued to encourage, to a certain extent, especially among the Mharwarree merchants, and persons in service at a distance from their homes, the practice of enclosing a number of small letters to the same place in one cover, the total weight of which is not allowed to exceed one tolah. It must not, however, be supposed that this practice is universal, or that the average weight of double letters approaches nearer to the maximum weight than in the case of single letters. On the contrary, the practice appears to be confined to particular classes of the people, and, in fact, the average weight of 23,299 double letters dispatched from the General Post-office at Calcutta has been found to be only 50½ per cent. of the maximum chargeable weight, or an almost inappreciable fraction above one-half a tolah.* Nevertheless it is an object of some importance to diminish as far as possible the tendency to this abuse; and as the figures above quoted show that no great inconvenience can be felt by the public by the reduction in the weight of a double letter from one tolah to half a tolah, while on the other hand it is of the utmost consequence to reduce the weight of the mails, and it does not appear that any great practical inconvenience will be felt in the Post-office by the adoption of one intermediate grade of chargeable weight, we are of opinion that the maximum weight of a double letter should be half a tolah.

Effect of making the half tolah the chargeable weight of a double letter.

27. We believe, speaking generally, that the result of this change will be (especially if a low uniform rate of postage be conceded) that the bulk of native letters will be single and the bulk of European letters double; or, to speak more generally still, that those to whom the expense of postage is a material object, will be careful to keep the weight of their letters within a quarter of a tolah, and that those who are comparatively regardless of their expenditure will send their

* Appendix (A.), No. 10.

their letters double. And this we conceive to be a plan the most acceptable to the community at large, and most advantageous to the department in every respect. The weight of a common sheet of note paper, inclosed in an envelope of ordinary size and thickness, is less than one-half a tolah.

Scale of weight above half a tolah.

28. We do not advocate the adoption of a grade of chargeable weight intermediate between the half tolah and the tolah, because it appears to us that the object of preventing clubbing will be sufficiently met by limiting the weight of a double letter to one-half a tolah. The number of letters weighing one-half a tolah and upwards, being inconsiderable compared with those of smaller weight, no useful end would be gained by further multiplying the grades of the scale, and thereby increasing the labour of the Post-office. Moreover, as we propose to charge four rates, or quadruple postage, on letters of more than one-half a tolah, but not exceeding one tolah in weight, there seems no sufficient reason why the State should be deprived of any portion of the postage on those letters, the weight of which does not exceed three-quarters of a tolah. For the same reasons we propose to abolish all the half tolah grades of charge above two tolahs.

Plan proposed.

29. The following, therefore, is the scale of weight which we recommend for adoption :

On all letters not exceeding a quarter of a tolah in weight,	One rate.
,, weighing a quarter of a tolah and upwards, but not exceeding half a tolah - -	Two rates.
,, weighing half a tolah and upwards, but not exceeding one tolah - - - - -	Four rates.
,, weighing one tolah and upwards, but not exceeding one tolah and a half - -	Six rates.
,, weighing one tolah and a half and upwards, but not exceeding two tolahs - -	Eight rates.
,, weighing two tolahs and upwards, but not exceeding [redacted] tolahs - - - -	Twelve rates.

Four rates being [redacted] for every additional tolah or fraction of a tolah.

And we further recommend that, as at present, no letter exceeding 12 tolahs in weight be received at any Post-office for dispatch by dawk, except under special circumstances.

Conditional on reduction of postage.

30. We have been unavoidably compelled to anticipate in some measure the question of rates of postage, and to assume that the Government are prepared to concede, if not an uniform rate, at least such a reduction of the rates on distances above 100 miles as will compensate the public for the alteration in the scale of weight. For if no reduction or only an inconsiderable one be intended, then it is obvious that the scale proposed in the foregoing paragraph will only have the effect of increasing the postage on all or nearly all letters weighing half a tolah and upwards, without any corresponding measure of relief; and to this it would be far preferable that things should remain precisely as they are. One of the principal objects of the revised scale is to offer the greatest possible inducement to the public to lessen the weight of their correspondence, in order to provide more certainly for the carriage of the increased number of letters that may be expected to ensue upon a reduction of the rates of postage; but, if the anticipated reduction be withheld, no increase of correspondence can be looked for, and the necessity for imposing any further restriction on the weight of letters will not arise.

Considerations in favour of uniform rate.

31. It has already been shewn that the cost of each letter to the State does not depend upon the distance to which it is carried, the expense of those which are carried to the greatest distance being frequently less than of those which are carried only a few miles. The number of chargeable letters which are now carried in one year throughout all India, to places not exceeding 100 miles,* is 4,201,345, or 41·57 per cent. of the whole number of chargeable letters passing through the post. Of these 3,303,419 weigh less than a quarter tolah, and are charged with postage at the rate of half an anna each. The number of chargeable letters carried to places 100 miles and upwards, but not exceeding 200 miles apart, is 2,445,552,

Effect of present rates on letters carried between 100 and 200 miles.

* Appendix (A.), No. 15.

2,445,552, or only 24·19 per cent. of the whole. Of these 1,973,216 weigh less than a quarter of a tolah, and are charged with postage at the rate of one anna each. Now if we take any given place in India, and describe around it a circle of 100 miles' radius, and another circle of 200 miles' radius, it is obvious that the area comprised between the circumferences of the two concentric circles is very much greater than the area of the inner circle; and as the area of circles increases in proportion to the square of the radius, it will be found, on an average of centres, that the former contains about three times the number of towns, and three times the population of the latter. If correspondence were unrestricted by rates of postage differing according to distance, it can hardly be supposed that the number of letters written from any given town in India to places situated in the more distant but three times larger area, would be only one-half of the number written to places situated within the much smaller area immediately surrounding it. The number of letters will no doubt always be found to bear a certain ratio to distance; and in India, where the means of travelling are imperfect, and where intercommunication is barred by difference of language, this ratio will be larger than in other countries. Yet, after making every allowance for the circumstances which tend to increase correspondence between places in proportion to their nearness, it must, to say the least, be thought highly probable that in the instance before us the fact of the postage on a single letter being double in one case what it is in the other, has a very considerable effect in repressing communication between places more distant from each other than 100 miles.

32. In like manner, the area comprised between the circumferences of 200 and 300 miles' radius to which the postage on a single letter is two annas, is five times as great as the area of the innermost circle; and yet the correspondence between places from 200 to 300 miles distant from each other is only one-fourth of the correspondence passing between places within 100 miles. Again, the area of the belt to which the three anna rate of single postage applies, the breadth of which is 200 miles, is 14 times as great as that of the innermost circle, while the correspondence subject to that rate is only about two-sevenths of the correspondence subject to the half anna rate. Some allowance must be made for the break of the larger circles, by the line of sea coast and the boundaries of foreign territory; but, after all, it cannot be doubted, even in this view of the case, that the present rates of postage operate as a considerable check on correspondence between distant places. *Effect of present rates on letters carried more than 200 miles.*

33. From the great difference between the number of letters conveyed to distances not exceeding 100 miles, and of those carried to distances not exceeding 200 miles, two important inferences may be drawn; first, that a rate of postage higher than half an anna on single letters under a quarter tolah in weight does not meet the wants of the public, or enable them to communicate by post as freely as they would in the absence of this restriction; and secondly, that if the postage on single letters sent 200 miles and upwards were reduced to one anna, they would not be likely to increase more than one-half as much as if the postage were reduced to half an anna. *Comparative effect of a one anna and a half anna rate.*

34. Uniformity of postage, without reference to distance, is recommended by its simplicity, by its fairness, and by the facilities it gives for the introduction of other improvements into the department. Combined with a low rate of charge, it forms the conspicuous and chief benefit which the monopoly of the carriage of letters enables the Government to confer upon the whole body of its subjects, by almost annihilating distance, and placing it within the power of every individual to communicate freely with all parts of the empire. It makes the Post-office, what under any other system it can never be, the unrestricted means of diffusing knowledge, extending commerce, and promoting in every way the social and intellectual improvement of the people. It is no longer an experiment, having been introduced with eminent success into the United Kingdom, as well as into the United States of America, France, Spain and Russia. It is advocated by every officer of experience connected with the department in India, and by every individual who has been consulted in the course of this inquiry; and it has already been recommended by three out of the four subordinate Governments. *Advantages of uniform postage.*

Evidence.

35. We proceed to adduce some of the voluminous evidence and opinions we have collected as to the effects of the present rates of postage on correspondence, the modes in which they lead to evasion of the duty, and the probable consequences of adopting a low uniform rate of postage on letters without reference to distance.

Mr. Tayler's opinion.

36. Mr. Tayler, the Post-mastergeneral of Bengal, is of opinion that the present rates of inland postage undoubtedly prevent the public from writing letters, which they would write if the rates were lower.

Mr. Riddell's opinion.

37. Mr. Riddell, the Postmaster-general of the North-west Provinces, an officer whose intimate knowledge of the details of the department, and the close attention he has paid to the means by which the Post-office may be made most largely available to the Native public, entitle his opinion to special regard, writes, "I consider that the present rates of postage act as a bar to correspondence; all classes are affected by them, but especially the poorer natives at a distance from their homes. There is scarcely any limit to the increase which may rationally be expected if Government will grant the boon of a low uniform postage. The inquiries which I have made since 1846 have satisfied me that the best rate would be half an anna for each quarter tolah. It is not fair to assume that correspondence will not increase, and then calculate the loss to revenue on a reduction of postage. It can be proved with almost mathematical certainty that the correspondence of the country is now kept down by the restrictions placed on it. The comparatively large number of half-anna letters prove that a low rate of postage induces correspondence. Of the large number of post-offices which have been opened since I received charge of the office of Postmaster-general, North-west Provinces, there is not one which does not pay its own expenses. I would particularly draw attention to the number of letters posted at towns in which there are no European residents; the postage collected is generally not so large as where there are even a few Europeans, but the number of letters is comparatively greater. You will observe, however, that at those towns a very small proportion of letters pay more than one anna as postage. With an uniform rate of postage the number of post-offices would be largely increased, and the revenue would reap the benefit of the distant correspondence, of which it is now in a great measure deprived by means of the present system of clubbing."

Mr. Ravenscroft's opinion.

38. Mr. Ravenscroft, the Postmaster-general of Bombay, considers that the present rates of inland letter postage prevent the public from writing letters which they would otherwise write. He is of opinion that the poorer classes of Europeans and natives, who have not the means to pay the present heavy postage rates, are the class of persons chiefly affected by such prevention; the high postage for long distances amounting almost to a prohibition against communication.

He further states, "The basis of postal improvement in this country must unquestionably be, if not the adoption of one uniform rate of postage, at least the adoption of reduced rates; compulsory prepayment of postage, or the use of stamps; the abolition of the privilege of franking, and of all exemptions from postage, whether in favour of individuals or of institutions; and the introduction of a more simple system than that which now exists, and which from its complexity has not only not answered the expectations of the community, but has, it is to be feared, opened a wide door for fraud on the part of the subordinate postal functionaries.

"A uniform rate of postage, without reference to distance, will no doubt involve a large sacrifice, perhaps greater than may be consistent with the resources of the State, considering that the postal revenue of this Presidency is very much less than the charges. The considerations which led to the adoption of the penny postage in England do not apply to India, and I think it would be in vain to expect that such a measure would be attended in this country with the same results which have been produced in our native land. Yet there can be no doubt that a reduction of postage here will have a tendency to increase correspondence amongst Europeans and natives, especially if greater facilities are afforded to the people to post their letters; and if the suggestions in this communication be adopted, I am hopeful that postal reform will not cause such a large sacrifice of revenue as is now anticipated.

A sliding scale of postage, according to distance and weight, would, I think, be

be perpetuating the worst features of the present objectionable system, and I am therefore of opinion that postage should be levied according to weight only, and without reference to distance."

The Bombay Chamber of Commerce state that "there is a general impression among members that it would be proper and advantageous to reduce the rates of postage charged at present on private letters, especially on those coming from long distances;" and, generally, all parties in that Presidency who have been consulted, concur in the expediency of lowering the present high rates for long distances, and consider that a great impetus would be thereby given to correspondence.

39. Mr. Bennett, the Deputy Postmaster-general of Bengal, is of opinion that the present rates of postage prevent the public, and especially the poorer classes, from writing letters and sending communications which otherwise they would write or send, and lead them to evade the payment of postage in various ways. Mr. Bennett's opinion.

40. The postmasters in all the Presidencies are, with very few exceptions, unanimous in opinion that the present rates are far too high, and that they operate as a serious check on correspondence in general, and especially on that of natives in service far from their homes, of Mhairwarree and other merchants and traders, and of military officers. Opinion of Postmasters.

41. The Madras Chamber of Commerce, as a body, warmly advocate reduced rates, and an universal scale for distance; and many of its members, as individuals, have recorded their opinion that the present rates press heavily on the natives, and that their own mercantile correspondence would be enlarged under reduced postal charges. The collectors and magistrates of that Presidency, who, from their constant daily intercourse with all ranks and classes, have more ample means than fall to the lot of other public men of ascertaining the wishes of the people, and of becoming acquainted with their wants, and who, from being generally ex-officio postmasters, have the best means of forming opinions upon the question, have very generally expressed their opinions in favour of a large reduction of postage. They entertain no doubt that such a measure would be hailed as a great boon by the people, and be followed by a considerable increase of correspondence. They consider that present rates for long distances are more or less obstructive to Europeans, and weigh heavily on the native community: and they anticipate that their reduction would be powerful for good, in promoting a free interchange of communication between all classes. And all the natives of the Madras Presidency who have expressed an opinion, have given it decidedly in favour of reduction. Madras Chamber of Commerce.

42. The Trades Association in Calcutta report that correspondence among the members of their own body is affected by the present rates of postage, and that under an uniform rate, even of an anna upon the quarter tolah, it would probably increase in various degrees up to ten-fold. They are further of opinion that the correspondence of all classes is similarly affected, and especially that of the poorer sort of natives in service at a distance from their homes, which, owing to this cause, and to defects in the system of delivery, is rarely sent through the post-office. Calcutta Trade Association.

43. The replies of numerous private persons who have been consulted and examined upon the subject are concurrent to the same effect. Opinions of private persons.

44. Pestonjee Dhunjeebhoy, a partner of the Parsee firm of Dossabhoy Framjee Cama & Co., in Calcutta, states that all the letters sent by the firm to parties in Bombay are enclosed in their letters to their correspondents there. If they were to send each letter separately, the postage would be much heavier. When news affecting the price of opium arrives from China, or on an opium sale day, they have to send circulars to several persons in Bombay. These they lithograph on slips of thin paper, and send under cover to their correspondents, by whom they are distributed. They sometimes send as many as 50 or 100 of these slips in one letter. If an anna were charged on each letter not exceeding a quarter tolah, the firm would certainly send all their letters separately, and not think of enclosing them to their correspondents. The number of letters would also greatly increase. Pestonjee Dhunjeebhoy.

45. Baboo

Baboo Ram Anund.

45. Baboo Ram Anund, Gomashta of the house of Tarrachund Gunessam Doss, of Calcutta, bankers and merchants, states that at present the practice of the firm is to enclose all letters for the upper provinces in a letter to their correspondent at Benares, by which means a considerable amount of postage is saved. It would not be worth while to do this if the postage were reduced. If the rate were one anna on every letter not exceeding a quarter tolah, the correspondence of the firm would be at least four times as great as it is at present. To places where they now write once a week, they would write daily, and letters now sent under one cover would be posted separately. The present rates of postage affect the poorer classes who leave their homes at a distance, and come to Calcutta for employment. These people correspond with their families as often as they can, but are quite unable to pay the postage themselves. The firm pays the postage on the letters of its servants. All those who reside in the same village are made to write on small pieces of thin paper, so that the whole when enclosed in one cover may not exceed a quarter tolah. About 30 or 40 of these bundles are sent every month. The correspondence of these people would greatly increase if the postage on each letter were reduced to an anna. Every man would write separately, and at greater length, and more letters would be written. A similar increase would take place in the number of letters sent to them from their homes. There are a vast number of persons of this description in Calcutta whose correspondence would greatly increase if the rates of postage were reduced. There are also many small dealers in Calcutta who are less able to bear the expense of postage than this firm. and to whom a reduction is an object of greater importance.

Moonshee Ameer Ali.

46. Moonshee Ameer Ali, a Vakeel of the Sudder Court in Calcutta, states that he writes to his clients as often as he has occasion to do so, charging them with postage. If the rates were lower his clients would probably write to him more frequently, and he would have to answer their letters. His servants, who mostly come from Behar, are prevented by the present rate of postage from writing to their friends, and generally ask him to enclose their letters, which are written on small scraps of very thin paper, in those which he writes to his own relations. They would write oftener to their families if the postage were lower, as those whose homes are within 100 miles from Calcutta constantly do.

Baboo Nilruttun Holdar.

47. Baboo Nilruttun Holdar, a resident of Calcutta, states that the rates of postage for short distances are considered very light, and that people are not in the least prevented from writing by them. But to places as distant as Patna, and to the whole of the upper provinces, the cost of sending a letter checks correspondence. He has a brother at Benares whose family reside in his house at Calcutta. They would write to him every week if they could; but, as the postage is six annas, they are precluded from writing oftener than once a month. He has also correspondents at Lucknow and Muttra; but, the postage being eight annas and upwards, he does not communicate with them as often as he wishes.

Baboo Nihal Chund.

48. Baboo Nihal Chund, a jeweller and cloth merchant of Moorshedabad, states that he is prevented by the present rates from writing to his correspondents at Mirzapore and Benares as often as he would wish. He is now in the habit of putting off writing to his agents until he has collected instructions for several days. If the rate were lower he would write much more frequently; in short, whenever he had anything to write about.

Baboo Sookmul.

49. Baboo Sookmul, of the firm of Nehalchund Inderchund, of Moorshedabad, bankers and dealers in bills of exchange, states that the business of the firm with distant places is very limited, and that hence a reduction of postage on letters to distant places would not lead to much increase in their correspondence; but the personal correspondence of those who live at Moorshedabad and in other parts of Bengal, but have left their relations in Rajpootana, would greatly increase. He has himself many relations at Bikaneer to whom he writes occasionally; but as he cannot afford to send his letters separately, on account of the postage, he usually gets a friend, who happens to be writing to Bikaneer, to inclose his letter in the same cover. If the postage were reduced to one anna, he would write four or five letters every month, instead of one every two or three months. There are several hundreds of such persons at Moorshedabad, and many at Rungpore, Dinagepore, and other places, all of whom would undoubtedly

undoubtedly write many more letters by the post if the postage were reduced to one anna. Letters written to these people by their friends in Bikaneer are now sent inclosed in packets not exceeding a tolah in weight. Every one of these would be sent separately if charged only one anna, and where one letter is now written by post, five or six would go.

50. Baboo Hurruckchund Sahoo, of Benares, banker, states that although his correspondence might not be affected by a reduction of postage, yet that those to whom a few annas is a consideration are prevented from writing by the present rates, and that, if they were lower, the correspondence of such persons would undoubtedly increase. Baboo Hurruckchund Sahoo, of Benares.

51. Baboo Obhyram Mharwaree, the Gomashta of the wealthy firm of Luchmeechund Radhakishen, of Muttra, states that he sends about 80 or 100 letters by post every month. Formerly, when the King of Lucknow's and Poorun Mull's dawks were in existence, he used to write 30 or 40 letters every day; but since they have been suppressed he has been obliged to contract his correspondence in consequence of the heavy rates of postage. Letters used to go by Poorun Mull's dawk either for one anna or one and a half anna, according to distance, but now a quarter tolah letter to Jyepoor costs four annas, and to Bombay or Lahore six annas. If half an anna were charged on all letters not exceeding a quarter of a tolah in weight, his correspondence would greatly increase. Many more letters would be written, and an immense number which are now inclosed in others would be sent separately. At present, hoondies coming from a distance are not separately acknowledged, but the custom is to wait until several have arrived from the same quarter, and then acknowledge them at once. The letters of poorer people would vastly increase. At present, those living at a distance from their homes are debarred from writing, except when they can get their letters inclosed in those sent by some other person. Baboo Obhyram Mharwaree.

52. Mr. J. G. Gordon, agent at Benares for the General Steam Navigation Company, states that, by the rules of the Company, parcels are not deliverable except on presentation of bills of lading, one of which is given in Calcutta for each package shipped. But the shippers, in order to save postage, frequently do not send these bills to their correspondents at Benares, but furnish them with a list of the packages with numbers and marks, which the correspondents present to the agent at Benares in order to obtain delivery. He usually complies with a demand made in this way by known respectable persons, but many he is obliged to refuse. If the postage were lower, these bills of lading would be sent by post invariably. He further states that the rates of postage prevent Mahajuns and others from acknowledging the receipt of remittances. He has agents at Cawnpore and other places who draw bills on him. These bills are bought by native Mahajuns, and remitted to Benares where they are presented to him for payment. But in order to satisfy the remitters that the bills have been paid, and so to ensure the ready sale of future drafts, he is obliged to return the acknowledgments of the holders to his own agents that they may be shown to the remitters. Mr. J. G. Gordon.

53. Bucktaur Mull and others, Mahajuns of Mirzapore, state that it is now the practice for several houses to combine daily and make up packets of letters for the same place, so that each packet shall weigh a little less than one tolah. Each of these packets contains from six to ten letters, all weighing less than one quarter tolah, which would be sent separately if the postage was only two pice. They are now daily beset with applications from persons to enclose small private letters in those which they send on business to distant places. These they would refuse if the postage were lower, and especially if the scale of weight ascended by one-quarter tolahs. Mahajuns of Mirzapore.

54. Kunhaya Lall and others, merchants and bankers of Agra, state that great increase of correspondence will follow a decrease of postage to one-half anna the one-quarter tolah for all distances. This was the rate at which the old Hindoostanee dawks carried letters, and then many more were written. At present it is a common practice among merchants to put off writing letters until there is an accumulation of intelligence to communicate, instead of writing every day, as would be the case but for the present rates of postage. The present rates of postage are peculiarly oppressive to the poorer classes. Numbers of persons, who leave their homes in search of employment, are unable to com- Mahajuns of Agra.

municate with their families during their absence. It is only when several people from the same village happen to be at the same place that they write letters, and then they club together and put several letters under one cover, or write them on the same sheet.

Other merchants of the North-west Provinces.

55. The Merchants of Bhewanee and Sirsa state that the number of letters would increase four or five fold, if an uniform rate of half an anna were charged for all distances; and this opinion is generally entertained by all the native merchants of the North-west Provinces who were consulted on the subject.

Tradesmen at the Presidency towns, and elsewhere.

56. There is one source from which correspondence under a low uniform rate of postage may be expected largely to increase, and that is the issue of circulars by tradesmen and persons in business, especially at the presidency towns, to residents in the interior of the country. Among many others who have given their testimony on this point, we may allude to Messrs. R. C. Lepage & Co., and Messrs. W. Thacker & Co., booksellers of Calcutta, the former of whom state that circulars, notices, advertisements and correspondence of this kind would be increased, whereas under the present system the Post-office is in a measure closed against such communications; and the latter say that they would send out at least four times as many circulars as they do at present. Messrs. D. Wilson & Co., provisioners, state that they would adopt this mode of addressing their customers, instead of advertising in the newspapers, and that the number of their circulars would probably reach 3,000 monthly.

Evasion of postage duties.

57. We may here mention more particularly the principal modes by which the payment of postage is ordinarily evaded. They are the following:

1. By clubbing.
2. By private Dawks.
3. By Banghy Parcels.
4. By private Messengers.

The practice of clubbing.

58. The clubbing of letters has become in Bombay itself, and in many of the large towns of the interior of that Presidency, and of the North-west Provinces, a regular trade, in which a number of persons, who call themselves native postmasters, engage. These parties collect letters, and open shops for their receipt, to all parts of India where they have agents. These they make up into packets for dispatch, and forward through the regular Post-office; receiving in like manner packets addressed to them, containing a number of separate letters, for distribution among those who employ them.

Description of the practice in the Bombay Presidency.

59. Mr. Ravenscroft, the Postmaster-general, thus describes the system:

"There are in Bombay six Parsees, who daily attend at this office at regular hours, and call themselves native postmasters; these men make a decent livelihood by the clubbing system. They receive large packets (some of them containing 50 and 60) of letters, on which the regulated postage has been either paid or charged according to weight. The letters enclosed therein are delivered according to weight; 3 *wals** are liable to one pie, and so on in proportion; and when it is considered that this rate is very low, within the means of the poorest man, and that the natives generally correspond little except on matters of business, and then as briefly as possible, it seems beyond the power of the State effectually to check the practice.

"The only remedy that suggests itself, (and that may be considered illiberal and objectionable in the present day) is to declare that a person delivering a letter or letters received through this or any other Post-office, under cover to his address, for any money payment, or for any consideration whatsoever, shall be fined for every letter found to be so delivered in the sum of 50 or 100 rupees; one-half or two-thirds of the fine going to the informer. A few examples would tend materially to check the practice, and perhaps in time might put an end to it.

"With regard to out-stations, where the clubbing system is carried to a much greater extent than here, it has been suggested that 'Receiving Houses' be established in the principal towns, so as to afford greater facilities to the natives to post their letters.

"It has likewise been proposed that the Warria, or Receiving Houses, established by natives in many of the principal towns in the interior, be licensed. At these houses the natives post their letters at a reduced postage, and these are made up into packets, and regularly forwarded through the Government Post-office. The licensing system could not be introduced except by a legislative enactment,

* In Bombay 40 "wals" go to the tolah.

enactment, for it would be useless to license certain houses unless the Government had the power legally to prevent others being established: and such a power, I do not think, would be conceded."

And Mr. Harrison, the postmaster in Guzerat, reports on the subject as follows:

"There are at present four receiving or warria houses in active operation in the city.* These belong respectively to Rowlhand Kheemchund, Heera Mansing, Temooljee Byramjee and Cowasjee Furdoonjee. They do not appear to have been established under the sanction of any competent authority, nor can the date of their establishment be ascertained, with any degree of accuracy, but accounts agree in stating them to be in existence for very many years; hence, probably, having received the uninterrupted sanction of time, and the countenance of the authorities for the time being, they have attained their present importance." The nature of their transactions is briefly explained:—"These warrias are unconnected with each other, in fact to all appearances are inveterate rivals, each seeming to do his utmost to crush the other, in order to monopolize as much more of the business as he can. They keep up an establishment of understrappers, who go about daily collecting letters throughout the town; these are then made up into packets in time for dispatch by the ordinary dawk to the address of their several agents at Bombay, Surat, Deesa, Baroda, Ajmere, Pallee, &c. These packets vary in weight from one to ten tolahs and more, and contain each from 10 to 80 letters more or less. The lowest weight recognized by the Post-office regulation is a quarter tolah. The generality of native letters weigh infinitely less than this; indeed, written as they generally are, on remarkably thin small pieces of paper, they often weigh no more than a wal, or the 32nd part of a tolah, yet are chargeable at postal rules with half single or quarter tolah postage. With a view, therefore, to avoid this and similar charges, the senders of such letters, instead of posting them directly in the post-office, resort to the warria houses, where they are only charged at so much per wal, which is prepaid, and I believe a further charge of a quarter anna on each letter, irrespective of weight, is made by their agents on its delivery. Thus, for instance, on a letter of six wals' weight to Bombay, for which we would charge three annas, as within quarter tolah, seven pice are only levied by the warria; on one of 10 wals, for which we would charge six annas, as above a quarter tolah, 11 pice are only levied by the warria, and so on. In short, they have a regular table of standard charges in proportion to weight for all letters, wheresoever sent, which is perfectly well understood amongst the natives. The saving that is effected to the senders of these infinite small advices by this arrangement, is comparatively immense in the aggregate, and the patronage these warrias meet with in consequence eventually result in corresponding profits. This is what may be said to be an outline of the extent of what the warrias do for themselves and the community. As regards the postal department, the arrangement in question is one of the most objectionable in its present working that can well be imagined, for just in proportion as it affords a saving to the native correspondents and profit to the warrias, it is injurious to and detracts from the postal revenue; as, were it not for the facility offered by these houses for the transmission of such letters as above described, at such small cost, in the way mentioned, it is evident the transmitters of them would, as the only opening for ready communication, have to flock to the Post-office, and be glad of the opportunity; when the regulated postage that would be realised on their letters, small and large, would of course very favourably augment the postal revenue."

"The profits to the warrias according to the system just described, consist in coin or its equivalent; but to illustrate how they are derived, and from whom, we will for instance suppose that a packet containing 80 letters sent by as many persons, and weighing 320 wals, or 10 tolahs, was dispatched from this to Bombay. Suppose at the rate of one pice per wal on each letter was charged by the warria from the senders, which would in all bring him 320 pice, or the sum of *Rs.* 5. The postage on this packet would be *Rs.* 3. 12.; deduct this amount, as paid by the warria for its transmission, from the *Rs.* 5, will leave *Rs.* 1. 4. 0., and to this sum the further charge of a pice on each letter on delivery, or *Rs.* 1. 4. 0., on 80 letters, gives the warria a clear profit of *Rs.* 2. 8. 0., whilst it saves some *Rs.* 12 to the senders, and deprives Government of as many on a single packet only of 10 tolahs; and there is not a day that passes

* Ahmedabad.

passes but what each of these four warrias do not post more than one such packet: indeed the major part of the income on the 'Outward paid' side in this office, is comprised of the payments made by these warrias. Now, if each of these 80 letters were obliged to be sent separately through the Post-office, the total amount of postage leviable on them would be *Rs.* 15; and how many such fifteens may not be calculated upon, were it not for the hurtful tendency that the practice, so acutely devised and so boldly put into force by these warrias, has to our postal arrangement.

Extent to which it is carried.

60. Mr. Ravenscroft gives a statement exhibiting an estimate or approximation of the number of clubbed letters, &c., posted and received at some of the post-offices* in his range for five months, from which it would appear that, during that period, in five post-offices under his control, 5,484 packets, containing 108,511 letters, or about 20 letters to each packet, were received, and 4,428 packets, containing 108,603 letters, or a little less than an average of 25 to a packet, were dispatched. The postmaster at Indore states: "I am personally a witness to the clubbing practice which is caried on systematically at Indore. Not a mail comes from Bombay in which enclosures to the extent of from 12 annas to *Rs.* 1. 8. are not sent to well-known individuals in the city of Indore; and so well aware are they of the inapplicability of the present regulation to them, that the names of the self-appointed postmasters are printed on their covers."

61. A Post-office Committee, which was assembled in Bombay in 1837, in allusion to this subject, stated that they were of opinion that these native postmasters relieved the department from much trouble in the delivery of letters to obscure persons, whom it would be difficult and sometimes impossible to find; they recommended that packets to the address of native postmasters should be charged postage in a rapidly increasing ratio, so as to make the amount received approach nearer than it now does to the postage which each letter would bear in its detached state. The following is the rate they recommended:

1 tolah weight to be considered a single letter.
1½ ditto - ditto - ditto - a double ditto.
2 ditto - ditto - ditto - a triple ditto.
2½ ditto - ditto - ditto - quadruple ditto.
And so on in like proportion.

Practice recognized by Government.

62. The practice of clubbing letters has been recognised by Government, as appears from a letter from the Secretary to the Government of India to the Chief Secretary to the Government of Bombay, No. 515, dated 18th October 1837, in reference to the petition of a Parsee named Merwanjee Furdoonjee, one of the persons engaged in the trade; in which it is stated that he "will be entitled to send parcels of letters by the Government dawk, paying according to the weight, and to receive remuneration for the local distribution, which is quite a different thing from conveying letters by dawk for hire on his own account."

Means of preventing it.

63. In considering the question of letter postage, it has been already stated that it would not be expedient to make the postage of a letter depend on its being written on a single sheet, not containing any enclosures. The introduction of the half tolah weight between the present quarter and one tolah will have the effect in some degree of remedying the evils above described; but it will not be feasible, nor would it be equitable, to adopt in respect to such packets a different rate of charge from that applicable to covers in general; and no scale could be devised which should have the effect of bringing each letter under taxation, so long as letters can be written on such extremely fine paper as to admit seven letters and a hoondee within the weight of a quarter tolah, which the Postmaster-general of Madras reports has actually occurred.

To what causes the practice is owing.

64. It cannot be doubted that this practice has been occasioned in some degree by the absence of facilities for posting† and receiving letters by the native community. In many of the large towns in the Mofussil there are at present no post-offices open to the public, and no deliveries of letters are made by

* Appendix (A.) No. 19.

† *Note.*—The late Postmaster in the Deccan states, "The clubbing system has erroneously been supposed to have its rise in a desire to save postage, whereas the want of facility for posting letters is the cause. The writers of them do not save any thing, and moreover, have to risk their letters in strangers' ch

by the State; and in others the wants of the native population are disregarded, and large cities left unprovided with receiving houses, or with an adequate number of delivery peons. Under these circumstances, the native postmasters cannot but recommend themselves to the community, by calling for their letters at their own homes, and delivering those received for them by post; thus relieving them of the necessity of wasting the greater part of a day in posting a letter at the Government Office, or of waiting there in the expectation of receiving one. When the requisite facilities have been afforded, and postage reduced in the manner proposed, there can no longer be any occasion to recognize this traffic in the receipt and delivery of letters; but the exclusive privilege of collecting and delivering, as well as of carrying for hire, should be secured by law to the post-office.

65. The establishment of private dawks is another way in which postage is evaded. Some of the postal authorities of the Mofussil have stated that in their opinion private dawks exist, but they have not, for the most part, been able to bring forward any specific instances. There are many such dawks in states bordering on our territories; but these do not come within the Act which secures to the Governor-general of India in Council the exclusive right of conveying letters by post for hire from place to place within the territories of the East India Company. Most of the native powers have their own dawks, some of which pass through portions of our territories; but in their own districts, as above stated, these dawks do not come within the provisions of the law. Private dawks.

66. The Postmaster-general of Bombay says, on the subject of private dawks: "I have not been able to ascertain the number of these dawks which now run within my range. There are a great many of them in various parts of the country, and there can be no question that they are very prejudicial to the Government postal revenue. It is extremely difficult, if not impossible, to bring home to the parties concerned the offence of carrying letters for hire, and thus make them amenable to the provisions of Act 17, of 1837. In Bombay.

"Wealthy and influential merchants, extensively engaged in opium and other mercantile transactions, establish these dawks for the conveyance of their private correspondence by horsemen and foot runners; and as time is of consequence to them, a gain of 10 minutes may materially affect their speculations. These dawks are represented to travel at a much better pace than that at which the Government post runs, and they thus secure to the merchants, what is so much desired by all, quick intelligence and secrecy in his transactions.

"There can be no doubt that other individuals of the community establish these dawks with the view to secure a livelihood; light postage, regulated according to distance, and responsibility for the safe delivery of letters and parcels, being their chief recommendations to the patronage of the natives."

"I am not aware that any scheme can be devised to put down these dawks, unless it is by a legislative enactment, to which the Government of India has already objected. Greater perfection in our postal arrangements may have the effect of diverting to the Government post many letters which now go by private dawks; but no means that can be adopted, short of the strong arm of the law, will effectually effect their suppression."

67. The only native dawk* to be found in any part of the Bengal Presidency is the Nizamut dawk, which runs between Calcutta and Moorshedabad. This is maintained by the Nawab Nazim as a matter rather of state than of convenience, and is said not to be available except for his Highness, the members of his family, and those connected with the palace; but as no postage is charged, the privilege is freely used, and no doubt to a certain extent, to the detriment of the post-office revenue. It appears from a statement furnished by the Governor-general's agent at Moorshedabad† that the Nizamut dawk is maintained at a monthly cost of *Rs.* 197. 4. 7.; that it conveys letters from Calcutta to Moorshedabad in from 50 to 60 hours (a considerably longer time than the Government dawk takes to perform the same distance); and that the number of packets conveyed by it in one month is 1,063. The Post-office Committee of 1838 recommended that this establishment should be declared illegal and abolished; and in this we fully concur. Nizamut dawk.

68. The

* Appendix (A.), No. 18. † Appendix (A.), No. 18.

In the North-west Provinces.

68. The Postmaster-general of the North-west Provinces writes:—"No private dawks exist, as far as my knowledge extends, on any line in British territory on which there is a Government establishment; but almost all of the native states have dawk lines, which are more or less made use of by private individuals. These dawks are slow and unsafe, but are cheap, and therefore preferred."

Oude.

69. In Oude, dawks are maintained by the King, for purpose of government, between Lucknow and the principal stations; but these are not available for the correspondence of the public. On the lines of dawk established by the British Government in the Oude territory, the King's dispatches are carried free of postage.

Rajpootana.

70. From Bhewanny, in the district of Rohtuck, letters are conveyed at a small charge to Bickaneer and other places in the desert part of Rajpootana, by a contractor who pays to the Postmaster-general of the North-west Provinces an annual sum for the exclusive privilege, although the letters are not conveyed through any part of the British territories, nor has the Postmaster-general the power of punishing any infringement of the monopoly. The payment made by the contractor in 1850 was *Rs.* 600, and an offer was made of *Rs.* 1,725 for the current year. "It seems," says the Postmaster-general of the North-west Provinces, "that the heads of the Bhewanee houses (who have also houses in all the chief marts in Hindostan) live at Chooroo Ramgurh, or Luckmungurh, in the Shekawatee territory. The contractor has a line of runners placed between Bhewanee and Ramgurh and Luckmungurh, and from those places letters are forwarded to nearly all the chief towns in Rajpootana. The present contractor was selected by the united suffrages of the punches of the bazars of Bhewanee, and they strongly object to the contract being given to any other person, and it is evident that if the present system is to continue, their wishes must be attended to.

"The charge made by the contractor is one pice for any distance within 70 cosses, and two pice for any greater distance. There is no limit to the weight of each letter. Letters are conveyed slowly and irregularly; and were our rates of postage reduced, the Bhewanee merchants would wish that more efficient lines of communication should be opened. As, however, there is so great a difference between the postage they now pay and that they would have to pay if a Government dawk were established, they begged that the present system might continue for the present." This dawk must be considered rather auxiliary to than in competition with the Post-office; but the merchants of Sirsa and other places are reported to be dissatisfied with the present system, which places them at the mercy of the Bhewanny contractor, and are anxious that a Government dawk should be established from Bhewanny to Ramgurh, Luckmungurh and Ajmere. The Postmaster-general is about to address the Government of the North-west Provinces on the subject.

Madras.

71. No organized system of private dawks is known to exist in the Government districts of the Madras Presidency, and none are believed by the Resident at Hyderabad to exist in the Nizam's country. That officer states that, with respect to the Cirkar dawks, any letters they bring in for soldiers or officers residing at Secundrabad, are invariably transmitted by the Nizam's Government through the channel of his office, and that he has reason to know that none are thus transmitted excepting those which come from villages at a distance from the public road, and which, if not thus forwarded, could not be sent at all. The Travancore Cirkars have a dawk of their own, by which letters and packets may be sent free along the principal lines of road; but the Resident states that the natives in general prefer the Government post for their letters and petitions, as more secure and more expeditious. A few East Indians use the local post, and Europeans also for the transmission of heavy packets. The postmaster at Jaulnah lately reported to the Postmaster-general that an individual had opened an office in the cantonment, where he collected letters and forwarded them in packets through the regular Post-office at cheap rates of postage; but as there was in this proceeding no breach of the law, nothing could be done to put the system down. The postmasters generally represent the people as in no way distrustful of the Government post, to which they would more willingly confide their letters, than to each other for conveyance by private hand.

72. Another

72. Another way in which postage is evaded in the Bombay Presidency is by employing the banghy post (when it travels with the letter mail, as is the case between Bombay and Poona by mail-cart, and between Bombay and Kurrachee, and the ports on the Malabar coast, by steamer in the fair season) for the conveyance of packets of newspapers, instead of sending them posted separately by the letter mail. By Table V. of Schedule C., appended to the Notification published by the Government of India, under date 14th August 1839, packets of newspapers not exceeding 40 tolahs in weight can be carried by the public banghy for a distance not exceeding 100 miles for two annas. Newspapers are now sent from the printing-presses in Bombay made up into packets of 40 tolahs, each at a cost of two annas, addressed to an agent at Poona, who distributes them there, quite as early as (and generally earlier than) those sent by letter-mail.* Allowing two tolahs to be the weight of a daily paper (those published in Bombay are generally under this) each packet may contain 20 newspapers, which would, if posted separately by letter-mail, be liable to a charge of two annas each; the State, therefore, loses the postage of 19 out of every 20 papers so sent up. The same thing might occur in the North-west Provinces, where a portion of the banghy parcels are carried along the main lines in the mail-cart, and the remainder in the passenger vans and trucks;† but there is no evidence to show that the practice has as yet been resorted to. Banghy parcels.

73. Moreover, as the law at present stands, there is nothing to prevent in such cases packets of letters being made up into parcels, and sent at banghy rates of charge; for the prohibition against sending letters by banghy dawk is confined to lines on which no regular banghy post is established, and where parcels not exceeding a certain weight are permitted to be sent by letter-mail at banghy rates. On other lines 600 tolah weight can be carried 100 miles for *Rs.* 2. 4., whereas 600 letters of a tolah weight each, would pay *Rs.* 37. 8.

74. A remarkable instance of the way in which other means than the Post-office are resorted to for the conveyance of letters, not so much for the purpose of evading the payment of postage as for avoiding the delay and expense attending the delivery of letters in the interior, is shown in the evidence of Baboo Benymadhub Day, a resident of Koormoon, a village about eight miles to the north-west of Burdwan, and about 75 miles from Calcutta. This person, who is employed in a public office in Calcutta, in concert with a number of others in similar circumstances, despatches eight or ten cossids, or carriers, every month to Koormoon, with letters and parcels for their friends there, and receive letters from thence in the same manner. There are three cossids, or carriers, who carry on a regular trade between Calcutta and Koormoon. Their ordinary charge for a letter is half an anna, and it is supposed by the witness that from 150 to 200 letters are conveyed in each direction every month. There are several other villages in the vicinity of Koormoon, between which and Calcutta a regular communication of the same kind is established. The time occupied by the cossids in travelling between Koormoon and Calcutta is about three days; but letters sent by the post, *viâ* Burdwan, take a longer time, as they remain in the post-office there until a sufficient number accumulate, and are then forwarded by a hired messenger at a charge of two annas on each letter. The witness states, that if a post-office were opened at Koormoon, or at the nearest police thanna, the people residing in the neighbourhood would universally employ it, and the number of letters passing between the villages and Calcutta would greatly increase. Private messengers.

75. "The native community," observes the postmaster of Balasore, "will entrust their letters to friends, acquaintances, and even strangers, rather than resort to the post. They prefer the great risk of loss, and the certainty of long delay in the delivery of their letters, to the payment of postage. The Ooryah bearers are in service in all parts of the Lower Provinces. The homes of a large number of them are in the southern parts of this district. These servants are mostly well off. It is well known that they communicate with their friends frequently, but they very seldom send their letters by the post; almost all their letters are carried by private hand." A person writing from Calcutta to Dehatta, a town 40 miles to the eastward, now sends his letter by post to Baugundee, to the care

* *Note.*—The weight which the mail cart can carry is 200 lbs.; and as the average weight of the letter mail is stated to be 72 lbs., there remains a margin of 128 lbs. for banghy parcels.

† Appendix (A.) Nos. 20 and 21.

care of a friend, for half an anna, and thence by private messenger at an expense of six annas. An agent, employed in attendance at the Courts at Jessore, writes to his family, who reside in the interior of the district, 28 miles from the station, at an expense of 8 or 10 annas for each letter. In Moorshedabad all letters between the city and the interior are carried at a great expense by private messengers.

76. It must be admitted that the practice of employing private messengers, like that of clubbing, is generally resorted to, not only for the purpose of evading payment of postage, but also for avoiding unauthorized charges, for supplying the want of regular and frequent delivery, and for conveying letters to places to which the post either does not run, or goes by a circuitous route. It indicates, however, in some degree, the extent to which the Post-office would be used, if, together with a low rate of postage, proper facilities were given for the receipt and delivery of letters in the Mofussil.

Means of prevention.

77. In the words of the Post-office Committee, which sat in England in 1838, "It is not by strong powers to be conferred by the Legislature, nor by the vigorous exercise of such powers, that it will be possible to effect an improved administration of the Post-office affairs. The Post-office must recommend itself to the public, and secure to itself a virtual monopoly, by the greater security, expedition, punctuality and cheapness with which it performs its office." At the same time the law, in respect to the illicit carriage of letters, it is evident, requires alteration and amendment; so as both to secure, as has been done in England and the Colonies, to the Post-office, with certain exceptions, the exclusive right of transmitting, conveying, collecting, carrying, receiving and delivering letters, and to prevent parties from making use of one Government department to defraud another; and these objects we have provided for in the Draft* Act we have prepared.

Effect of the penny postage in the United Kingdom.

78. In the United Kingdom the number of chargeable letters, passing through the Post-office in 1838, was 77,500,000 and the number of franks 7,000,000, making in all 84,500,000.† This had increased to 346,000,000‡ in 1850; an increase of upwards of 300 per cent. in ten years from the date on which the penny postage was established. The former rates of postage, varying according to distance, ceased on the 4th December 1839. The fourpenny rate on all letters passing through the General Post came into operation on the 5th December; and the general penny rate on all letters on the 10th January 1840. The following table, compiled from McCulloch's "Commercial Dictionary," and the "Companion to the Almanac" for 1850 and 1851, shows the gradual rate of increase in the correspondence of the United Kingdom, which resulted from the change:

Week ending	England and Wales.	Scotland.	Ireland.	TOTAL.
24th November 1839 - -	1,252,977	153,065	179,931	1,585,973
22nd December „ - -	1,583,766	199,032	225,889	2,008,687
23rd February 1840 - -	2,495,776	353,933	349,928	3,199,637
24th January 1841 - -	2,917,226	380,242	386,555	3,684,023
23rd January 1842 - -	3,214,165	423,245	421,273	4,058,683
22nd January 1843 - -	3,342,910	445,132	462,148	4,250,190
21st January 1844 - -	3,579,741	454,058	487,953	4,521,752
21st January 1845 - -	3,995,041	513,955	532,146	5,041,142
21st January 1846 - -	4,619,699	587,023	635,687	5,842,409
21st January 1847 - -	4,836,279	615,598	674,377	6,126,254
21st January 1848 - -	5,064,532	645,580	672,829	6,382,941
21st January 1849 - -	-	No Return available	-	6,641,796
21st January 1850 - -	-	„ „	„ -	6,593,127

79. During

* Appendix (B.) No. 1.
† Report of Select Committee on Postage, 1838.
‡ Companion to the Almanac, 1851.

79. During the same period the receipts and charges of the Post-office of the United Kingdom have been as follows:

Year ending	Gross Revenue.	Cost of Management.	Net Revenue.	Postage Charge on Government Departments.
	£.	£.	£.	£.
5th January 1839 - -	2,346,278	686,768	1,659,510	45,156
" 1840 - -	2,390,763	756,999	1,633,764	44,277
" 1841 - -	1,342,604	858,677	483,927	90,761
" 1842 - -	1,495,540	938,169	557,371	113,255
" 1843 - -	1,578,145	977,504	600,641	122,161
" 1849 - -	2,192,478	1,452,049	740,429	No return.
" 1850 - -	2,213,149	1,372,362	840,787	No return.

80. Thus it appears that, in nine years after the introduction of the penny postage, the gross receipts of the department have nearly reached the amount at which they stood in the last year under the old system; and though the cost of management has also largely increased, yet this appears to be owing chiefly to the extension of postal communication to new districts, to the conveyance of the mails by railway, and to the additional facilities afforded for the transmission of letters to foreign parts. The greater part of the additional expense would have had to be incurred whether the uniform penny postage had been adopted or not.

81. In the United States of America the number of chargeable letters which passed through the post-office in 1843 was 24,267,552, yielding a return of 3,525,268 dollars. In 1845 the rates of postage were reduced to 5 cents upon a half-ounce for 300 miles and under, and 10 cents over that distance; which is represented to have been a reduction of one-half on the rates previously in force. Official franking was at the same time discontinued, but the privilege was retained in favour of Members of Congress and of postmasters. Yet in 1847 the number of chargeable letters passing through the post-office had increased to 52,173,480, yielding a return of 3,188,957 dollars; while at the same time the expenditure had diminished by more than 500,000 dollars, and the department was in a condition to support itself without further aid from the Treasury.* Since that time we are informed that the United States have adopted an uniform rate of 3 cents on all letters not exceeding half an ounce in weight, without reference to distance. Effect of reducing postage in the United States of America.

82. The reduction of postage in the United Kingdom in 1840 affected a much larger proportion of the inland correspondence of the country than the adoption of a single rate of even half an anna will affect of the correspondence of India. Out of the 77,500,000† chargeable letters above mentioned, only 8,000,000 were penny post letters, upon which no reduction was made, and 12,500,000 were 2 *d.* and 3 *d.* post letters on which the reduction was from 50 to 66 per cent. Of the remaining 57,000,000, those conveyed to distances not exceeding 100 miles were charged at rates varying from 4 *d.* to 9 *d.* on each single letter, and upon them the reduction operated to the extent of from 75 to 89 per cent. Now the adoption of a half anna single rate in India, would of itself have no direct effect at all upon the large proportion of the correspondence which is carried to a shorter distance than 100 miles, and the relief in respect to the postage on letters conveyed to greater distances would also be less than it was in the United Kingdom, though in a proportion Comparison between penny postage in England and half anna postage in India.

* *Note.*—This information is gathered from a pamphlet published at New York in 1848, containing extracts from official returns and correspondence.
† Report of Select Committee on Postage, 1838.

portion decreasing with the distance.* But in the United Kingdom it has required an increase of more than 300 per cent. to restore the gross receipts to the amount at which they stood in 1839, and here, as will be shown, an increase of 147 per cent. will suffice for the purpose. And wide as the field was in the United Kingdom for extending the operation of the post, for giving greater facilities for the dispatch of letters, and effecting their delivery with greater speed, it will bear no comparison in these respects with India, where, in the most favoured localities, there is a post-office only in every police thana, and where in Bengal at least there are many districts in which the post does not reach beyond the principal station.

Effect of former reduction of postage in India.

83. Owing to the incompleteness and destruction of records, we are not able to lay before Government any general return for the whole of India of the increase in the number of letters which followed the reduction of postage in 1837 and 1839, but the public accounts enable us to show the receipts from inland postage† in those and subsequent years.

—	Bengal.	North-west Provinces.	Madras.	Bombay.	TOTAL.
	Rs.	*Rs.*	*Rs.*	*Rs.*	*Rs.*
1837-38 -	4,58,050	2,76,789	3,12,576	1,60,370	12,07,785
1838-39 -	4,77,406	3,01,491	3,50,615	1,75,673	13,05,185
1839-40 -	4,29,526	3,05,358	3,27,388	1,60,945	12,23,217
1840-41 -	4,20,113	3,45,794	3,27,547	1,55,588	12,49,042
1841-42 -	4,56,903	3,75,433	3,52,448	1,66,252	13,51,036
1842-43 -	4,61,249	4,03,175	3,78,121	1,73,961	14,16,506
1843-44 -	4,64,628	4,40,307	4,00,613	1,77,005	14,82,553
1844-45 -	4,64,592	4,60,263	4,05,031	1,87,262	15,17,148
1845-46 -	4,30,116	5,02,575	4,02,066	1,97,615	15,32,372
1846-47 -	4,20,011	5,73,104	3,94,380	2,04,552	15,92,047
1847-48 -	4,01,355	5,48,577	4,15,281	1,90,226	15,55,439
1848-49 -	3,85,504	5,62,273	4,00,578	1,92,699	15,41,054
1849-50 -	- - -	5,40,455	- - -	1,92,498	

From this it may be gathered that the effect of the last reduction in 1839, which was uniform on each single letter to the extent of 50 per cent. (the weight of the single letter being at the same time reduced from one tolah to a quarter of a tolah), was to increase the correspondence in the first year by more than 100 per cent. and in nine years by more than 150 per cent. It may also be inferred from the same statement that correspondence, under existing rates, and with existing means of receipt, transit and delivery, has reached its maximum; the receipts from inland postage during the last four years having been either stationary or retrograde. A partial return of the number of letters dispatched at different periods from various post-offices in the Madras Presidency‡ shows that the increase in correspondence since 1838 varies from 28 to 704 per cent., and that the number of letters passing through the General Post-office of that Presidency has increased from 469,269 in 1838 to 1,110,985 in 1846, being at the rate of 136 per cent.

84. If

* *Note.*—Comparison between the single rates of English postage in 1839 and Indian postage in 1851:—

England. Not exceeding	*d.*	*India.*	*England.* Not exceeding	*d.*	*India.*
15 Miles - - -	4	½ anna.	230 Miles - -	11	2 annas.
20 ,, - - -	5		300 ,, -	12	
30 ,, - - -	6		400 ,, -	13	
50 ,, - - -	7		500 ,, -	14	
80 ,, - - -	8		600 ,, -	15	
100 ,, - - -	9		700 ,, -	16	
120 ,, - - -	9	1 ,,			
170 ,, - - -	10				
200 ,, - - -	11				

But it must be remembered that the chargeable weight of a single letter in India is only one-fifth of the chargeable weight of a single letter in England.

† *Note.*—In this table, the figures under the head of Madras represent the whole receipts of the Post-office, and not the amount of inland postage alone.

‡ Appendix (A.), Nos. 33 and 34.

84. If the Government of India are satisfied by the facts we have presented, and the arguments we have used in support of the introduction of an uniform rate of postage, the only question remaining for discussion under this head is, whether the rate of single postage shall be one anna or half an anna. To determine this it will be necessary to consider, first, the financial effect of each scheme upon the income of the Post-office, and, secondly, how far the existing establishments are adequate for the conveyance of the additional correspondence to which the reduction may be expected to give rise.

Whether the uniform rate of postage on a single letter shall be an anna or half an anna.

85. The financial result of either measure will be seen from the appended statements* showing the actual postage on all the letters dispatched from all the post-offices in India during a period of 28 days in 1850, and the postage which would be due upon the same letters under an uniform system of which either one anna or half an anna on every letter not exceeding a quarter of a tolah in weight is the basis. The same statements also show the results calculated from the same data for a period of 365 days. From this it will be observed, that as the postage realised in one year on chargeable letters, law papers, &c., under the present rates, amounts to *Rs.* 14,30,001. 2. 4., the utmost loss that the post-office could suffer, on the supposition that no increase of correspondence ensued, would, in the former case, be *Rs.* 5,78,764. 15. 1., and in the latter, *Rs.* 9,12,007. 7. 11. Under the former scheme, however, the postage would be raised on 3,303,419 single and 906,817 double letters; it would remain the same on 2,436,974; and would decrease only on 3,460,186. Under the latter, it would be raised on 355,627 letters, not one of which is single; it would remain the same on 4,026,379; and be decreased on 5,725,390. And it must be remembered that, while the effect of raising the postage on double letters may be to cause them to become single, and thus to diminish the weight but not the number of letters, the effect of raising it on single letters, if any, must be to cause such letters to cease altogether. Although, therefore, in the one case, it would require only an increase of 5,700,000 letters, or about 56 per cent. of the present number, to make good the deficiency of income arising from reduction of postage, while in the other an increase of 14,800,000, or about 147 per cent., would be necessary, yet we should entertain little hope that the adoption of the former scheme would augment the aggregate correspondence of the country, even to the desired extent. It would undoubtedly tend to increase the number of letters between places distant from each other 200 miles and upwards (these being 34·24 per cent. of the whole), but this tendency would probably be more than nullified by the unfavourable operation of the rate on letters between places less than 100 miles distant from each other, which form 41·57 per cent. of the whole.

Financial result of either plan.

86. We have considered the advisableness of adopting a mixed rate, which should leave untouched the present postage of half an anna on letters not exceeding a quarter tolah in weight carried less than 100 miles, and impose an uniform rate of one anna in all other letters not exceeding half a tolah; the postage on all letters above half a tolah and not exceeding one tolah in weight, being two annas, and an anna being added for every additional half tolah. The financial result of this scheme would be a loss of *Rs.* 7,75,258. 5. 11. But there are many objections to this scheme which appear to us conclusive against it. It would destroy the simplicity and uniformity of the system, rendering the demand of postage dependent, in some measure, upon distance. It would involve the contradiction that the cost of conveying a letter depends upon the distance to which it is carried, when it has been shown that this is not the case. And further, it would limit the whole correspondence of the country, in the same proportion as the number of letters now conveyed for distances between 100 to 200 miles is limited by the double rate imposed upon them.

Mixed plan suggested.

Objections.

87. It may be objected to the adoption of an uniform rate of one half anna on single letters, that, as the present average actual cost of each chargeable letter passing through the Post-office is found to be a small fraction more than one anna†, the Government ought not to be called upon to receive, convey and deliver letters for a smaller charge than, on an average of all the letters passing through the post, will yield at least an equivalent. The number of letters sent by post in one

Objection to half anna rate of postage on the ground of its being apparently less than the cost of each letter to the Post-office.

* Appendix (A.), Nos. 6, 7 and 8.

† Appendix (A.), No. 13.

one year has been shown to be 10,118,763, and the postage that would be realised from that number of letters of equal weight, at the uniform rate of half an anna on the single letter, has also been shown to be *Rs.* 5,17,993. 10. 5.* This gives an average postage of ·819, or a little more than four-fifths of an anna, on each letter. But if, as we confidently anticipate, the number of letters materially increases without increase of aggregate cost, the average cost of receiving, conveying and delivering each letter will diminish in proportion to the increase in their number. If the increase in the number of letters be only 50 per cent., the average cost of each letter will be two-thirds of an anna, and if it increases by 150 per cent. the average cost of each letter will be only two-fifths of an anna. In either case the average cost of each letter will be less than the average amount of postage realised upon it; and this appears to us to be a sufficient answer to the objection referred to.

Objection answered.

What increase of correspondence necessary to remunerate the Post-office for loss by reduction of postage.

Half anna rate recommended.

88. Upon the supposition that the uniform rate of half an anna on the unit of the quarter tolah is conceded, it is only necessary that the chargeable correspondence of the country should increase by 147 per cent. on its present extent, in order to make good the utmost financial deficiency. Taking into consideration the evidence which has been already quoted, the augmentation of the income of the Post-office by the abolition of the franking privilege, which we shall presently recommend, the facilities for the receipt and delivery of letters which will be afforded by an extended use of the district posts, and other means, and the check that will be imposed on peculation by the introduction of stamps. Viewing also the enormous increase in the correspondence of the United Kingdom, which, in the course of 10 years, has followed the adoption of a low and uniform postage; and the effect, so far as it can be ascertained, of the reduction of letter postage in India in 1839, we cannot hesitate, for a moment, to express our conviction, not only that the required increase will take place in a very short period, but that the income of the Post-office from chargeable letters will eventually exceed the expenditure. We, therefore, recommend the adoption of the half anna uniform rate on all letters not exceeding one quarter tolah in weight, without reference to distance.

Sufficiency of present means of conveyance.

89. The actual weight of the letters now passing through the Post-office, upon which inland postage is chargeable, is only 18·61 per cent. of the entire weight of the mails, the remainder consists of chargeable newspapers and franks. An increase of 147 per cent. in the number of chargeable letters would, therefore, amount to an increase of only 27½ per cent. upon the aggregate weight of articles sent by the post; and from this must be deducted something for covers not actually on the public service, such as privilege franks, letters of charitable and other funds and societies, and Sepoys' letters, which we propose to subject to the payment of postage. Now there is not a single line of road in the whole of India on which on ordinary days the existing means of conveyance are not sufficient to provide for this additional weight.† The only occasions on which the mails are overloaded, and that only on some of the principal lines of road, are the arrival of an Overland or steamer mail, the days on which the official gazettes issue from the press, and (in Bengal alone) the days in which "The Friend of India" newspaper is published. On some of these lines, such as those from Calcutta to Dacca and Berhampore, the services of an additional set of runners for these special occasions are even now urgently required, and the necessity for their employment would not be sensibly increased by any probable augmentation of private chargeable correspondence. The tendency of adopting the half tolah grade, intermediate between the quarter tolah and the tolah, will be to diminish the weight of the mails; and if the other measures we shall propose for the same object be adopted, we should be under no apprehension of any increase on the expense of transit.

Means of reducing the weight of the mails.

90. These measures, most of which will be more particularly noticed in the sequel, are—

1st. The discontinuance of duplicate chellans.

2d. The discontinuance of the practice of returning chellans.

3d. The establishment of sorting or forward offices.

4th. The

* Appendix (A.), No. 8. † Appendix (A.), Nos. 59, 61 and 62.

4th. The diminution of the bulk of the official gazettes sent into the interior, by publishing notifications of exclusively local interest in a supplement for local circulation.

5th. The abolition of the franking privilege, and consequent reduction in the weight of many covers which are now sent free of postage.

6th. The dispatch of official gazettes, especially those in the vernacular language, by banghy. At present, in Bengal, the rule is to dispatch them by post on three successive days, so that those sent on the second and third day do not reach their destination so soon as they would if dispatched by banghy.

7th. The strict limitation of the weight of packets sent by the letter mail to 12 tolahs.

Half anna postage on chargeable letters more than sufficient to defray their cost.

91. If the number of chargeable letters should hereafter increase to a greater extent than we have anticipated, it can easily be demonstrated that any additional expense that may have to be incurred for their conveyance, will be met by the postage charged upon them. The load of a single runner is 18 lbs. or 700 tolahs, and allowing 250 tolahs for the mail-bag and necessary packets, it may be said that a runner can carry 450 tolahs of chargeable articles. Now the average weight of a letter chargeable as not exceeding one quarter of a tolah in weight, is about seven-tenths of that weight,* and hence the number of single letters that go to make up one tolah is nearly six; but if we take it at five, the number of single letters which a runner can carry will be 2,250. The postage of these letters, at the uniform rate of half an anna, is *Rs.* 70. 5., which, if multiplied by 60 (the number of dispatches both ways on each line of road in 30 days) will give *Rs.* 4,218. 12. a month, a sum sufficient to maintain a set of runners at stages of six miles apart on a line of road 6,300 miles in length; and if the increase of chargeable letters beyond the existing means of conveyance on any line of road should be only enough to make up one-sixth of a load, the postage on them will maintain a set of runners on a line of more than 1,000 miles.

Law-papers, &c.

92. We recommend the discontinuance of the special rates of postage now charged upon law papers, accounts, vouchers, &c. The uniform rate of half an anna on a single letter will carry a cover weighing 12 tolahs (nearly 5 ounces) to any part of India for 3 rupees, and we see no reason for exempting documents of the above description from that charge. The number of papers sent under this privilege has been very small, being only 11,366 in a year.†

Ship-letter postage.

93. The rates of ship postage in India are extremely moderate, and were established on the principle, that as the conveyance of ship letters costs the state nothing beyond the bounty of 1 anna on imported letters, payable to the commander of the vessel in which they are brought, it was sufficient to charge for a single letter, in addition to that sum, a small amount to meet the expense of establishment at the ports of dispatch and receipt. By the law of 1837, the rates of ship-letter postage were fixed at 2 annas for every single letter outward, and 3 annas for every single letter inward, and this was reduced in 1846 to 1 anna for the former and 2 annas for the latter. Inland postage is also charged on ship letters coming from or going to any place in the interior.

Alteration recommended.

94. Upon letters passing from one port to another in India, both outward and inward ship postage is taken, one at the port of dispatch and the other at the port of receipt. We do not propose to raise the rates of ship postage on such letters, but with a view to ensure pre-payment in all practicable cases, in accordance with a part of our plan hereafter to be explained, we propose to subject all ship letters to a charge of 3 annas on the single letter, payable (except in the case of foreign letters) at the port of dispatch. The effect of this will be to raise the postage on foreign ship letters from 1 to 3 annas on outward and from 2 to 3 annas on inward letters, not exceeding 3 tolahs in weight; a charge which will not be found to press heavily on any portion of the public, and which, on a letter of that weight, is only one-half of the inland postage at the uniform rate.

95. It

* Appendix (A.), No. 10.

† *Note.*—In the Calcutta General Post-office there have been five instances since 1846 in which the penalty of *Rs.* 50 has been levied on law-papers, &c., found to contain writing. In some post-offices it is the custom to mark all law-papers, &c., as "doubtful," in order that they may be opened at the office of receipt, whether there be any special grounds for suspicion or not.

Expense entailed on the Post-office by the maintenance of steam communication between Bombay and Kurachee.

95. It must be remembered, although we do not put forward the circumstance as an argument for increasing the rates of ship letter postage, that the Government now incur a large expense in keeping up a steam communication between Calcutta and the ports on the Burmese coast in their own vessels, and between Bombay and Scinde in the vessels of a private company, for an annual payment of 65,000 rupees, chargeable on the Post-office. Letters and newspapers sent by these steamers are subject only to the ordinary rates of ship postage. The number of ship letters dispatched from the several ports of India, during the month of July 1850, is shown in the margin.* It is not a fair criterion of the number of such letters passing through the Post-office in one year, as the number of vessels leaving and arriving at the several ports (especially those on the western coast), during the monsoon, is smaller than at other seasons.

*Bengal	-	6,002
Madras	-	2,182
Bombay	-	1,101
TOTAL	-	9,285

Appendix, Nos. 35, 36 and 37.

Extra bounty on transfer letters.

96. Section XVIII, Act No. XVII., of 1837, provides for the payment of an extra bounty of half an anna on every letter or packet transhipped at one port of India, and brought by ship to another. Thss clause was originally framed to provide for the case of letters brought by one ship to Madras, and sent up to Calcutta by another. The Committee of 1836 were of opinion that the charge should not be continued; and, as the rule has become practically inoperative since the establishment of steam communication, we recommend that it be annulled, and have accordingly omitted it in the Draft Act which accompanies this Report.

Steam postage.

97. The basis of our suggestions in regard to steam postage is the letter from Her Majesty's Postmaster-general, dated the 9th September 1850, which appears to have been received in your department with a despatch from the Honourable Court of Directors, and has been communicated to us through the local governments.

Proposal of Her Majesty's Postmaster-general.

98. The object of Her Majesty's Postmaster-general is two-fold; First, to arrange for the payment, in one sum, of all the postage, steam and inland, chargeable on letters sent from England to their ultimate destination in India; Second, to make the payment of such consolidated postage optional.

Consolidated postage on steamer letters.

99. In connection with the adoption of an uniform inland postage of half an anna on letters not exceeding a quarter of a tolah, the first proposal of Her Majesty's Government may be effected without difficulty, and extended with advantage to all letters sent by British packet to and from India, and from one port in India to another.

Present system of taxing steamer letters in India.

100. The present system of charging postage on steam letters to and from the interior, partly by one scale of weight and partly by another, gives rise to inconvenience, error and delay, which would be entirely obviated by the imposition, once for all, of a consolidated postage, calculated on the avoirdupois scale, that should take every letter to its ultimate destination, at least within the limits of the British empire.

Steamer letters to and from Presidency towns and other sea-ports.

101. The plan proposed by Her Majesty's Postmaster-general would also bring under charge to the East India Company, all steamer letters received and delivered at the sea-port towns; these are now exempt from the payment of any postage except to the Post-office of the United Kingdom, although, as has already been shown, the receipt and delivery of letters cost the Indian Post-office more than their conveyance, and a large establishment is maintained at each Presidency town and sea-port for the special purpose of receiving and delivering letters and other covers which arrive, or are intended for dispatch, by the Peninsular and Oriental Company's steamers.

Consolidated rate recommended.

102. The chargeable weight of a single steamer letter is half an ounce, equal to 1·215 tolah. At the uniform half anna rate, the inland postage on a letter not exceeding 1 tolah in weight, would be 2 annas, and on a letter not exceeding 1½ tolah in weight, 3 annas; but as the fraction by which half an ounce exceeds a tolah is less than a quarter of a tolah, and the average actual weight of chargeable letters is found to be considerably less than their chargeable weight, it will not be an unfair arrangement for the Indian Post-office if inland postage be charged on steamer letters not exceeding half an ounce in weight as if they did not exceed 1 tolah in weight, especially as steamer letters not exceeding a quarter or half a tolah in weight will, by that means, besubject to the same charge.

103. We

103. We therefore propose, that on all steamer letters sent to and from India, there be charged, according to the British scale of weight, such a rate of consolidated postage as shall enable Her Majesty's Postmaster-general to credit the East India Company with two annas or three-pence upon every letter not exceeding half an ounce in weight, and a like sum for every additional rate of British postage on each letter. Whether this sum should be allowed out of the present steam postage chargeable on such letters, as it has been proposed to do in the case of pamphlets and books as hereafter noticed under the head of "Banghy," or whether the rates of steam postage should be raised to 1*s.* 3*d.* (or ten annas) on each single letter, is a question to be determined by Her Majesty's Government. We have only to express our opinion, that nothing less than a payment of 3*d.* on each single letter will be an adequate indemnification for the expense entailed on the Indian Post-office for receiving, conveying and delivering letters of this description.

Soldiers' letters.

104. As a part of the same plan, we would propose for consideration, that all soldiers' letters sent or received by British packet, should be subject to a consolidated postage of 3*d.* the half ounce, if posted in the United Kingdom (that being the rate now charged by Her Majesty's Post-office on unpaid soldiers' letters received from abroad in private ships, and on all such letters sent to several of the African colonies), or two annas if posted in India; 2*d.* in each case being credited to the Indian Post-office towards defraying the cost of inland receipt, conveyance and delivery. Although the correspondence of European soldiers as well as that of the sepoys, within the limits of India, may fairly be charged with the uniform half anna rate, rising according to the Indian scale of weight, yet we should be unwilling, on grounds no less of humanity than of policy, to impose on the former any charge which could be supposed to have the effect of restricting freedom of communication with their friends at home.

Alternative suggested, but not recommended.

105. If anything should occur to prevent the adoption of this plan, the only other practicable course would be, to charge inland postage at the uniform rate on all steamer letters, in the same manner as inland postage is charged at the present rates in addition to steam postage; in that case, all steamer letters posted at any sea-port, for dispatch from thence by British packet, should be charged with inland postage at the uniform rate, according to the inland scale of weight, in addition to the steam postage to which they are liable, the payment of such postage by means of stamps being compulsory. This payment would be no more than a fair remuneration to the Indian Post-office for the expense of receiving and delivering steamer covers at such places. We should not, however, recommend the levy of any additional postage on letters received by British packet for local delivery at a sea-port, on account of the delay and trouble it would occasion, nor should we recommend the charge of inland postage on newspapers either delivered or received at such places. This arrangement, however, is not one which we propose; it is merely suggested as the alternative to be adopted in case the plan of taking a consolidated postage be not sanctioned.

Pre-payment of steam postage should be compulsory.

106. With regard to the second object proposed by Her Majesty's Postmaster-general, we think, that with reference to the difficulty of realising and accounting for postage on unpaid letters in India, and to the delay in the delivery of letters to which the practice of admitting unpaid letters gives rise, the option of pre-payment now allowed to the public ought to be withdrawn, and that pre-payment should be made compulsory in all cases, either by sending unpaid letters to the Dead Letter-office, or by subjecting them to a higher charge on delivery. The number of letters now received in India from the United Kingdom on which the steam postage is unpaid, though enough to retard seriously the delivery of the letters, and to cause much needless correspondence and account, does not bear so large a proportion to the number of paid letters, as to lead to the inference that the option is a privilege much valued by the public; and the evidence we have collected in India points to a like conclusion, provided pre-payment be made compulsory both in England and India. We therefore strongly recommend that the pre-payment of steam postage be made compulsory, at least to the same extent as the pre-payment of inland postage.

Number of Paid and unpaid Steamer Letters received in India from the United Kingdom in 1850.

	Paid.	Unpaid.	TOTAL.
Bengal -	82,230	29,935	112,165
Madras -	68,200	13,620	81,820
Bombay -	182,862	33,119	215,981
TOTAL	333,292	76,674	409,966

II. NEWSPAPER

II. Newspaper Postage.

Number and weight of newspapers passing through the Post-office.

107. The number of chargeable newspapers dispatched inland through all the post-offices in India during a period of 28 days* is 106,756, their chargeable weight 428,324 tolahs, and their estimated actual weight (calculated by the actual weighment of 31,592 newspapers passing through the Calcutta General Post-office in one month †) 317,703 tolahs. This, for a whole year, gives a return of 1,391,640 newspapers, actually weighing 4,141,484 tolahs.‡ The expense of receiving and distributing each newspaper is found, by comparing the total number with the proportionate share of the annual expense of receipt and distribution, to be ·725 of an anna, the same as in the case of a chargeable letter.§ But the expense of conveying each newspaper, calculated according to its weight, is 3·2977 annas; and the whole expense incurred by the Post-office on account of each newspaper is 4·0227 annas.

Distances to which they are sent, and postage on them.

Not exceeding 20 miles	1,536
" " 400 "	58,182
Above 400 "	47,038
Total	106,756

108. The number of newspapers sent in 28 days to distances according to which single, double and treble rates are respectively chargeable, is given in the margin. A very large number of these, especially from Bombay, are imported newspapers which are conveyed at a more favourable rate than those published in India, the maximum weight of a single newspaper being in one case 6, and in the other only 3½ tolahs, and the ascending scale being by 6 tolahs in the one case, and by 3 in the other. We regret that we are unable to state the exact proportion of imported newspapers and of those published in India, but the amount of postage levied on newspapers generally ‖ will serve for the purpose of estimating the financial effect of any change in the rates, provided the charge on all newspapers be hereafter the same, and that the distinction between imported and local newspapers be no longer maintained.

Distinction between imported and local newspapers should be discontinued.

109. We see no reason for the distinction hitherto made in this respect. Besides the unfairness of encouraging foreign newspaper publications to the disadvantage of those printed in India, it appears to us that the indulgence, which tends more than any other Post-office regulation to overload the mails and to entail expense on the department, is not needed. The overland summaries, printed exclusively for Indian circulation, may be compressed, without inconvenience, to the maximum weight of 3½ tolahs allowed for Indian newspapers and summaries; and it would be no hardship on those who are in the habit of taking in the weightier English weekly and daily newspapers, either to pay for the luxury of receiving them by letter post, or to submit to the delay of receiving them by banghy.

Newspapers chiefly sent to Europeans.

110. The total number of newspapers passing through the Post-office is something less than one-seventh of the number of chargeable letters, and by far the larger part of them is circulated among the European portion of the community.

Newspapers in the United Kingdom.

111. In the United Kingdom newspapers are carried by the post free of charge, but all newspapers, whether sent by post or not, are subject to a stamp-tax of from one penny to two-pence according to size. The number of newspaper stamps issued in the United Kingdom in 1850 was 89,346,010, yielding a revenue ¶ of 350,289 *l.* 9*s.* 4*d.*, equal to more than one-fourth of the whole charges of the Post-office department.

112. It

* Appendix (A.), No. 11.
† Appendix (A.), No. 10.
‡ Appendix (A.), No. 13.
§ Appendix (A.), No. 13.

‖ Amount of Postage on Newspapers despatched by Inland Post.

	In 28 Days.			In One Year.		
	Rs.	a.	p.	Rs.	a.	p.
Bengal	4,826	1	0	62,911	2	9
North-west Provinces	4,281	12	0	55,815	10	8
Madras	3,181	0	0	41,466	9	8
Bombay	7,232	3	0	94,276	11	8
Total	19,521	0	0	2,54,470	2	9

¶ *Note.*—Companion to the Almanac for 1851.

112. It has been suggested, and the suggestion appears to have been favourably received by the Government, that a stamp-tax on all newspapers should be substituted for the present charge on those sent by the public post. This change is deprecated generally by the press, and especially by the proprietors of those newspapers which depend for support chiefly or in a great measure on their local circulation. We are decidedly opposed to the adoption of this plan, on the following grounds: Stamp-tax on all newspapers.

First. A tax upon the diffusion of useful information (and it cannot be denied that the information circulated by the newspaper press in India is of that character), if justifiable at all, is only so under the most pressing emergency, such as does not exist in the present case.

Secondly. A general stamp on newspapers, in lieu of a postage charge, cannot be imposed on the ground of its being an equivalent for service rendered, as no such service is rendered in the case of newspapers circulated otherwise than by post.

Thirdly. A stamp-tax would act most unfairly upon the proprietors of English newspapers at the Presidency towns and sea-ports. Those published in the interior have scarcely any local circulation at all.

Fourthly. It would completely annihilate the native newspapers, which are published at a very low price and depend for their support mainly on local circulation. On many of these papers a stamp of one anna (which is the lowest that has ever been proposed) would be a tax of more than 200 per cent. A stamp of half an anna would in like manner be a tax of 100 per cent. on such papers.

Fifthly. If a stamp-tax be imposed on all newspapers, the daily advertising gazettes published in Calcutta, and circulated gratis in all parts of the city and its environs, cannot with any fairness be excluded from its operation. As it is, the daily papers suffer from the competition of these prints; and if the local circulation of the former only were limited by the imposition of a tax, their loss in advertisements would probably be greater than their loss in subscriptions. On the other hand, the imposition of a tax on the advertising gazettes would greatly limit their circulation, if not entirely suppress them,* and the public would be deprived of what they justly regard as a great convenience, and a valuable means of facilitating commercial transactions.

Sixthly. The interest of the public of each Presidency being centred in its own Presidency town, and little excited by the occurrences of other Presidencies, it is not to be supposed that the distant circulation of newspapers would increase under the imposition of an uniform tax in an equal proportion to the decrease in local circulation. All that is of general interest in the papers of one Presidency is copied into the papers of all the others.

Seventhly. The arrangements necessary for affixing stamps to newspapers would involve expense, and subject the proprietors of newspapers to the annoyance and vexation of excise restrictions. To the proprietors of papers in the interior the inconvenience of having to send their paper to a distance to be stamped would be intolerable; and yet the Government would hardly be prepared to provide the means of stamping newspapers at every place at which a press may be established.

Eighthly. Public opinion in the United Kingdom has clearly manifested itself against the principle of the tax, and it seems highly probable that it will soon be abandoned, and a small postage charge on newspapers imposed instead, as is now the case in the United States of America.

113. It has been urged in favour of imposing a stamp-tax on all newspapers, that by subjecting them to an equal charge, without reference to distance, their character is likely to be improved, and their observations directed to subjects of general interest rather than to local topics. This may be a reason for reducing the postage rates on newspapers as far as practicable, but it is no reason for imposing a tax on newspapers not sent through the post. Moreover, it may be doubted, on other grounds, whether such an argument ought to have any weight with Government, as an attempt to influence the character of newspaper publications Argument in support of a stamp-tax on newspapers.

* *Note.*—Of the Calcutta Exchange Gazette, 1,300 copies are issued daily, Sundays excepted. An anna stamp on this paper would amount to upwards of *Rs.* 25,000 a year; a sum far in excess of the profits.

tions by the imposition of a tax, may be regarded as an interference repugnant to the law of 1835, and to all received opinion regarding the liberty of the press.

Stamp-tax not recommended.

114. On the whole, we are of opinion that a stamp-tax on newspapers is objectionable in principle, and that regard being had to the comparatively small circulation of newspapers in India, to the further probable contraction of their circulation which might be expected to ensue, and to the expense and annoyance attending the imposition of such a tax, it would defeat its own object, and be productive of unmixed evil.

Expense of newspapers to the Post-office.

115. We are not insensible of the great advantage which the country derives from the free circulation of newspapers, and conceive it to be the duty, no less than the interest, of the Government to encourage it by every proper means consistent with considerations of finance. But since, as we have shown, the average expense of each newspaper passing through the Post-office is more than four annas, and since we have recommended the adoption of the half anna rate on letters, by which an immediate loss of revenue, to the extent of nine lakhs of rupees, will be risked, we cannot advise the Government to make any present reduction in the rates of newspaper postage. Even if a large increase in the number of newspapers sent by post were to follow the adoption of lower rates (a point on which the proprietors of newspapers are not unanimous, and regarding which we entertain some doubt), this circumstance, so far as the Post-office is concerned, would be of no advantage, but the contrary; for the conveyance of each newspaper would still cost much more than the postage paid for it, and the additional weight would require the employment of additional establishment. The whole of the existing available but unoccupied means of transit is required to meet the probable increase in the number of letters that may be expected under the half-anna rate, and we regard the adoption of an uniform low rate of letter-postage as a measure of infinitely wider importance, in the present circumstances of India, than any diminution of newspaper postage.

Effect of uniform rate of two annas.

116. An uniform rate of 2 annas on every newspaper not exceeding 3½ tolahs in weight, 4 annas on every newspaper not exceeding 6 tolahs in weight, and an extra 2 annas for every additional 3 tolahs or fraction of the same, without reference to distance or to locality of publication, would yield, on the present number of newspapers passing through the post, less by nearly *Rs.* 50,000 than the income now derived from that source*. The adoption of an uniform rate would be consistent with the course we have proposed in regard to letters, as the expense of conveyance does not depend upon distance more in one case than on the other; but as we are unwilling, on the one hand, to recommend a higher uniform rate than 2 annas on the single newspaper, or, on the other, to propose any sacrifice of revenue for the attainment of an object of doubtful advantage to any but the present readers of newspapers at stations distant from the place of publication, we feel compelled to refrain from advising any change in the existing system beyond that of subjecting imported newspapers to the same rates as those published in India.

No present change recommended.

Uniform rate of two annas the most suitable.

117. At the same time, if the Government should be of opinion that by taking off an anna from the present postage on single newspapers sent upwards of 400 miles, and imposing an additional anna on those sent 20 miles and under, the circulation of newspapers would be materially extended and the sphere of their usefulness enlarged; and if the Government should further be prepared, for the attainment of this object, and for the sake of the advantages incidental to uniformity of charge, to incur the expense of additional means of transit, we may record our opinion that a single rate of 2 annas on all newspapers combined with the present scale of weight, is, on the whole, the best that could be adopted.

Proposal to increase the charge-

118. An application has been made to us by the proprietor of one newspaper, soliciting

	Rs.	*a.*	*p.*
* Present postage - - - - - - - - - -	2,54,470	2	9
Postage from uniform rate of 2 annas - - - -	2,08,118	6	10
	Rs. 46,351	11	11

Some allowance must also be made for decrease in the number of imported newspapers in consequence of the proposed alteration in the scale of weight by which they are now charged.

soliciting that* the maximum chargeable weight of a single newspaper may be raised to $3\frac{1}{2}$ tolahs; but, with reference to the extreme importance of restricting the bulk and weight of articles sent by the mail, we are unable to support this proposal. It appears also that the measure would be of very partial benefit, as the average weight of newspapers published in India is generally much below* the present maximum.

able weight of single newspapers not supported.

119. Having shown that the cost of each newspaper sent through the post is considerably more than the postage levied upon it, it follows that nothing is to be gained by preventing persons from sending newspapers otherwise than by post, or by vesting the Post-office with the same privileges in regard to the receipt, conveyance and delivery of newspapers, as we propose to give in respect to letters. Supposing the whole of the available means of conveyance to be required for letters, it must rather be the object of Government to encourage the transmission of newspapers by some other channel. In the United Kingdom newspapers may be sent from one place to another otherwise than by post, and the same rule should apply to India.

Newspapers may be sent otherwise than by post.

120. In regard to the postage on newspapers sent and received by ship, we propose to make no change in the present rate of charge for single and double covers; but we see no reason for maintaining a different scale of weight from that by which inland newspaper postage is regulated, especially as we have proposed to discontinue the differential charge of inland postage on newspapers imported from abroad. At present the maximum chargeable weight of a single newspaper sent by ship is 6 tolahs, and single postage is added for every additional 6 tolahs. We recommend that the maximum weight of a single newspaper should be $3\frac{1}{2}$ tolahs in all cases, and the scale of weight by which inland postage is calculated made applicable also to ship postage.

Ship postage on newspapers.

III. Postage Stamps.

121. We now come to the question of payment by means of stamps; and we have to consider—First, whether the use of stamps is applicable to India; secondly, whether their use should be made compulsory in all cases of prepayment; and, thirdly, how stamps shall be provided and distributed.

122. The opinion of the officers of the department, and of all the persons, European and native, who have been consulted on this occasion, is entirely in favour of the introduction of payment by means of stamps; it has been already recommended by the Postmasters-general of the several Presidencies and by the local Governments.

Opinions.

123. Mr. Tayler writes:—"The substitution of stamps for money payments would, if properly carried out, be, I think, highly acceptable to the public and eminently advantageous to the department." The advantages he enumerates, are, "Simplification of accounts; removal of temptation for moonshees to destroy post-paid letters for the sake of the postage; increased rapidity in the action of the office, both in the postage and delivery departments." "After a certain interval," he adds, "I would make the use of stamps compulsory, as the only way to obtain the full advantages of the system. If, besides the facilities for the sale and purchase of stamps, they were always on sale at all post-offices, there could be no hardship in rendering their use compulsory, as a person who posts a letter and pays an anna at the office could at the same place and time procure and affix an anna stamp. I would have a small stamp manufactured in England so as to prevent the possibility of successful fabrication. I consider compulsory prepayment and the use of stamps as closely linked and intimately dependent on each other, and both on the introduction of an uniform low rate of postage. I would introduce all these measures or none."

Mr. Tayler.

124. Mr. Riddell observes:—"The advantages to be anticipated from the use of stamps are the removal of all temptation on the part of Post-office subordinates to peculation, the absence of all inducement to destroy letters for the sake of the postage, and the economy and simplicity which would be introduced into

Mr. Riddell.

* Appendix (A.), Nos. 41 and 42.

into the accounts of the department by the virtual abolition of money payment. I am not aware of any valid objection to the use of stamps on payment of postage.

"The stamps used in England and France have answered well in those countries, and I see no reason why it should not be suited for India.

"Stamps should, I think, be supplied through the stamp-office at a small discount to all persons willing to sell them in retail."

Mr. Ravenscroft. 125. Mr. Ravenscroft states:—"There can be no question that the use of stamps is far preferable to money payments, chiefly because it is to the public a safer and more convenient form of payment; removes from messengers sent to post letters the temptation to make away with them, as experience has shown has too often been the case: places it entirely out of the power of the Post-office subordinates to suppress letters for the sake of appropriating the postage, and tends to simplify accounts and to diminish labour.

"If stamps be introduced, I would leave it optional with parties either to use them or to pay the postage in money, according as circumstances might dictate; self-interest and convenience will no doubt lead to a preference for the stamp. As regards the device, I am scarcely competent to give an opinion, but it occurs to me that a stamp similar to the penny stamp would be the best, as being the most difficult of imitation; the danger of which is, as far as I am aware, the only objection that can be urged against the introduction of stamps in this country. The experiment has answered admirably in England, and I do not see why it should not be successful in this country.

"A sufficient supply of stamps (which should be coloured red) could always be obtained from England; and, with respect to the sale of these, I think that they might, for the convenience of the public, be sold at the general and subordinate post-offices and collector's cutcheries at a small discount; when a large supply is taken, as is the case in England, to shopkeepers and others."

Mr. Brown. 126. Mr. Brown says:—"The introduction of low rates of postage on letters, when combined with pre-payment and collection by means of stamps, will be a signal improvement, and highly satisfactory to the public; it would greatly simplify the accounts and expedite the delivery of letters, and consequently tend to economise the management of the Post-office."

Public bodies. 127. The Chambers of Commerce at Madras and Bombay and the Trade Association of Calcutta warmly advocate the introduction of stamps; and all who have been consulted are unanimous as to the expediency, both in a moral and fiscal view, of substituting them for money payments, as not only materially simplifying the working of the postal system, by reducing the labour and accounts of the department, but as removing from all subordinates, and from all employed to post letters, the temptation to destroy them with the view of appropriating the postage, and thus giving greater security to the dispatch of letters.

Of the native community. 128. The native residents and merchants of the Bengal Presidency agree in thinking that the public would not object to stamps, provided the use of them be properly explained, and that they be made readily procurable. The use of stamps would afford assurance to the public that their letters would not be destroyed for the sake of the postage; they would be gladly used, as tending greatly to the convenience both of the public and the Post-office, and to the security and speedy dispatch of letters; in the course of a week the system would be understood by every one having occasion to write a letter. If the introduction of postage stamps were accompanied by a reduction in the rates of postage the people would connect the two, and consider it an inestimable boon. There would be no difficulty at all in introducing the use of postage stamps; the nature of stamps is understood by every one in the Company's territories, and there would be no more difficulty in applying them to the postage of letters than to any other purpose. They would be a very great convenience both to the public and the Post-office, and would contribute both to the dispatch and security of letters; there might be some little misunderstanding at first, but the people would soon become accustomed to them; they would be a great convenience to merchants, and would be generally understood by the people, who are habituated to the use of stamps for other purposes. There would be no difficulty on the part of any one in understanding the use of them,

them, and they would obviously tend to increase the security of letters passing through the post.

129. It has been objected to the introduction of postage stamps into India, that peculiar facilities exist for forging them; but if, as we shall propose, the postage stamps are manufactured in England by the same process and through the same agency as those in use in the United Kingdom, and if the forging of postage stamps be made punishable in the same way as the forging of other stamps, we see no reason to apprehend any loss or diminution of receipts from this cause. It is admitted that in England the Post-office revenue has not suffered from the forgery of stamps, and it is less likely to suffer in India, where the means of imitating the device do not exist.

Objection to the use of stamps in India, founded on supposed facilities for forgery.

130. An apprehension has also been felt that the use of stamps in India might give rise to fraud in the custody and distribution of them among a large body of agents; this objection also appears to us quite groundless. The stamps would be distributed through the agency of the stamp department, in the same manner that other stamps are now distributed; the collector of each district would be furnished with a sufficient quantity of postage stamps, as he is now with ordinary stamps, and he would supply them either direct to purchasers or through the instrumentality of licensed or unlicensed venders. It would also, we think, be necessary for the collectors to open a vend of stamps at every post-office through the agency of one of the clerks; but in these cases, as in that of the licensed stamp venders, fraud may be very easily prevented by making each vender render punctually a monthly account of receipts and issues, and remit all money receipts as they accrue to the nearest public treasury. Under the present system of prepayment by money, there can be no effectual check against fraud on the part of the Post-office functionaries, as it is impossible to ascertain whether all the postage due at any particular office has been realised, or, if realised, whether it has been brought to credit. That the sale of stamps on commission may be accompanied by fraud cannot be denied; but detection must invariably follow; and if the store in the hands of the venders be moderate, and subject to periodical inspection, any sum that may be embezzled will, with almost certainty, be recovered. If the postage stamps are sold at a small discount for ready-money payments, as ordinary stamps are now sold in many districts, no fraud can occur, and the chance of loss to the department by robbery will also be so far prevented.

Objection founded on probable loss by the fraud of distributing agents.

131. The advantages which may be expected to arise from the use of postage stamps in India are manifold. Not only would they have the effect of rendering the realisation of postage on all letters far more secure and certain than it now is, but they would tend, in a still greater degree, to ensure the safety of letters once posted, and likewise protect them in their passage to the Post-office from the dishonesty of servants. They would materially facilitate the transaction of business at the Post-office, by simplifying the accounts and obviating the necessity of giving receipts for any letters except those registered on payment of a fee. Letter-boxes could be universally substituted for the present cumbersome and tardy method of receiving letters at a window, while the operations of weighing, taxing, sorting and dispatching letters, as well as of re-sorting and delivery, would be much more expeditiously performed. It is thought by many postmasters, that if postage stamps are introduced, the services of some of the clerks now entertained may be dispensed with; and there can at least be no doubt that the introduction of them will preclude the necessity for strengthening existing establishments, to which any large increase of correspondence might otherwise give rise.

Advantages of stamps.

132. It must be admitted that postage stamps do not afford a perfect security either to Government or the public against the practice, which is said to prevail, of destroying letters for the sake of their postage. A stamp label, however carefully affixed to a letter, may be removed previous to obliteration, either before or after posting, the letter being destroyed or sent unpaid, and the stamp re-sold. Against fraud of this description it is impossible for the Government to provide effectually. All that can be said is, that it is much less likely to happen, and more likely to be detected, than the embezzlement of small sums in cash. The public may do much towards preventing it by attending carefully to the affixing of the stamp, and by writing a small portion of the address of the letter over one corner or edge of the stamp, so as to prevent its future use.

Stamps not a perfect security against fraud.

 133. The

Use of stamps, how far connected with uniform postage.

133. The Honourable Court of Directors have observed that the introduction of stamps is not necessarily connected with an uniform postage, and that a double stamp might be required for double distance as well as for double weight. This is undoubtedly true; but one of the great recommendations in favour of the use of stamps in connexion with an uniform rate of postage is that, everybody being able to determine the correct postage of a letter by merely ascertaining its weight, the necessity for any communication between the Post-office functionaries and parties posting their letters is obviated. This cannot be, so long as the rate of postage depends in any degree upon distance. While that is the case, inquiry will still have to be made at every post-office, as to the amount chargeable on letters sent from thence to any other place; the time of the post-office clerks will still be occupied in answering questions of this kind (a serious cause of delay * in all large post-offices); and there will still, as at present, be complaints of overcharge. Even those who are in the habit of sending letters by post, and best able to inform themselves, are but imperfectly acquainted with the distance of places to which they have to write, and of the rates of postage chargeable on letters sent there, while the people in general have no means of obtaining the requisite information, except by application at the Post-office. Moreover, if the present rates of postage chargeable on a single letter, according to distance, were to be paid in stamps, it would be incumbent upon the Government to supply stamps of such a variety of values as would greatly enhance the expense of preparing them, and lead to greater intricacy in account than is expedient; or else the number of stamps necessary to cover the postage on a single letter would sometimes weigh as much or nearly as much as the chargeable weight of the letter itself, and the letter would need to bear so many stamps that there would be no room left for the direction.

Use of stamps should be compulsory in all cases of prepayment.

134. If it be determined to introduce postage stamps into India in connexion with an uniform postage, we are decidedly of opinion that the use of them both as regards letters and newspapers should, in all cases of prepayment, be compulsory. If stamps be always readily procurable at every post-office, including those of the district dawk, and at every collector's office, we can conceive no possible circumstances under which it would be a hardship, or even an inconvenience worth considering, to any person to have to supply himself with a stamp, affix it to a letter, and then deposit the letter in the box, instead of paying the money and delivering the letter into the hands of a Post-office clerk. It would be highly desirable to put an end to all cash transactions in the Post-office, but this is not practicable. Foreign letters must necessarily be unpaid; so, partially, must letters which are insufficiently prepaid by stamps. The option of sending unpaid banghy parcels cannot, compatibly with public convenience, be taken away; and newspapers, if they continue subject even to so high a rate of single postage as two annas, must enjoy the same privilege. And though it will also be necessary, for reasons we shall hereafter explain, to allow the public at their option to send ordinary letters unpaid, subject to the restriction of a double charge, yet still it is an object of great moment to diminish the evil of money payments to the utmost possible extent. No part of the present Post-office system is so open to abuse or so generally complained of as the receipt of money in prepayment of postage; and nothing has so much contributed to raise a distrust of the Post-office in the minds of the native community. It is a generally received opinion that a letter of which the postage is prepaid in money is less secure than one sent unpaid, and though the department may suffer as much from embezzlement of bearing as of prepaid postage, in the former case the letter must be delivered before the embezzlement takes place, and in the latter the offence is generally aggravated by the destruction of the letter. The practice of taking unpaid letters at the Post-office is, we fear, a necessary evil which must be continued, at least for a time, under such restriction as the demand of double postage in the case of letters may be found to impose; but we are decidedly of opinion that pre-payment of postage in money should be altogether put a stop to.

135. The

* *Note.*—The inconvenience of this is particularly felt when the polymetrical tables of [illegible] or more Presidencies have to be consulted, in order to ascertain the aggregate postage due on letters sent to obscure and remote stations. In many small offices neither polymetrical tables nor tables of distances are to be found, and in none are they properly kept up, or added to, as new post-offices are established.

135. The kind of stamp which, so far as we can judge, appears best suited to the circumstances of this country, is the common adhesive label stamp in use in England. The weight of one of these labels is about three-quarters of a grain, or not more than a sixtieth part of a quarter tolah, the lowest denomination of chargeable weight. To the use of these it has been objected, that the adhesive matter on the back is liable to become deteriorated in the climate of India, and the stamp to fall from the letter during its passage through the Post-office, either before or after obliteration. But we believe that the care with which the gum attached to the stamps is prepared in England will obviate this objection, at least to a great extent; and if not entirely, recourse must be had, as in similar cases in England, to the use of gum or paste, which is now ordinarily used by the natives of India for closing their letters, and which may with equal facility be applied to the purpose of rendering the stamp more secure. The climate of the Southern States of the American Union, where adhesive stamps are in use, is not less unfavourable to them than that of India. The only values which we think would be required are the half anna, (red), and the anna (blue); and these would best be supplied by the Commissioners of Inland Revenue in England on indent from this country through the Honourable Court of Directors, in the same way as the penny and two-penny postage stamps are now supplied for distribution to the public in the United Kingdom.

Description of stamp proposed for India.

136. We have obtained the following account of the process by which the label stamps are manufactured:—

"The preparation of these stamps, of all kinds, is under the direction of the Commissioners of Inland Revenue; both as regards the making of the paper and the impressing of the stamps upon it.

"*Paper for Label Stamps, 1d. and 2d.*

"This paper is manufactured by Mrs. Wise, of Rush Mills, Northampton.

"It is made by hand in sheets, each of a proper size for receiving 240 stamps.

"There are in each sheet 240 small crown water-marks, which are placed so that each stamp shall fall upon a water-mark.

"The wire mould for making the paper are prepared by the paper-maker, upon receiving the directions of the Commissioners; and when they are so far completed as to be ready to receive the crowns for the water-marks, they are placed in charge of an excise officer, under whose superintendence they are completed; they are then deposited in a secure place.

"Upon an order to manufacture paper being given by the Commissioners, the moulds are delivered into the charge of an excise officer, who attends at the paper-mill while the paper is being manufactured, giving out the moulds in the morning, and receiving them back at night.

"An officer counts the sheets of paper as they are turned out of the moulds. Officers of excise are constantly on duty during the day while the paper is being dried, sized, folded, &c. They superintend the cancelling of the imperfect sheets; they ascertain that the number of sheets finished, added to the number cancelled, corresponds with the number delivered from the moulds; they count the perfect sheets as they are made up into reams of 500 sheets each, signing and sealing such reams, and taking them into their custody as they are finished; they see that the premises are secure as far as regards the storing of the finished paper.

"Upon instructions from the Commissioners the officers deliver the reams of paper back to the maker, to be forwarded by her to Somerset House, taking her receipt for the quantity so delivered.

"*Printing of the 1d. and 2d. Labels.*

"The label stamps are printed and gummed by contract, upon the premises of the contractors, Messrs. Perkins, Bacon and Petch, of London, in a distinct set of rooms appropriated solely to the purpose, and under the constant supervision of an officer of the Commissioners.

"Engraved steel plates are used exclusively, each plate containing 240 impressions of the stamp.*

"These

* *Note.*—These stamps, we are informed, are furnished by the contractors at the rate of sixpence per mille.

" These plates are supplied by the contractors; they are all prepared by the transfer process, there being but one original engraving of the head of Her Majesty. This one engraved head was executed by an eminent artist, without regard to expense, the object being the highest artistic excellence. It is engraved upon steel, and from it all the stamps are derived.

" The steel plates in use, the original die, together with all the intermediate impressions necessary to the transfer process, are placed in charge of the supervisor, a copy of whose instructions is appended.

" *Gumming.*

" The gum is put in after the paper is printed and dried. Particulars given in separate paper appended.

" The Commissioners are about to introduce a process for facilitating the detachment of the stamps from the sheets, of which they form a part, by means of piercing the marginal space which surrounds each stamp with numerous pin holes.

" *Particulars of the Gum put upon the backs of the Postage Label Stamps, and the mode of using it.*

" The cement used is called British gum: it is made from starch.

" It may be had of different qualities and prices; but it has been found most economical in the end to use the best that can be got, as any failure in the adhesion of the labels is productive of so much trouble to the public, and to all parties concerned in their preparation.

" The best gum which the contractors have been able to get is obtained from Mr. Gentile, of 38, Walbrook, London.

" The price is 40*l.* per ton, if delivered in London in the state of a dry powder.

" In mixing the gum for use, one gallon of boiling water is poured upon six pounds of gum; and after it has been stirred about for some time, three gallons more of hot water are added; it is then stirred again, and left 12 hours to cool and dissolve. When wanted for use, it is heated by putting it in a can, and placing the can in a boiler; and it is used as hot as it can be made by these means.

" The gum is applied to the paper by hand by means of brushes."

French postage stamps.

137. The postage stamps in use in France (of which we append some obliterated specimens)* appear to be printed from wood; but these, though, as we are informed, much less expensive than the English stamps, are more easily imitated. And we are also informed, upon the authority of Mr. Hill, the supervisor of stamps in London, that the Austrian Government applied to the contractors, Messrs. Perkins, Bacon & Petch, of London, to know the terms upon which postage stamps, similar to those used in the United Kingdom, could be supplied for use in Austria, but was deterred from adopting them by the expense. We are not aware of the cost at which the contractors offered to supply the Austrian Government, but if stamps, bearing the device of Her Majesty's head, and differing only from the English stamps in the denomination of value, can be supplied by the contractors for use in India at the rate of 6*d.* (or 4 annas) a thousand, we do not apprehend that the cost, which is 4-5ths per cent. on half anna, and 2-5ths per cent. on anna stamps, added to the cost of the paper and such proportionate share of the expense of establishment at the London Stamp Office as might be thought reasonable, would deter the Government from adopting the plan best calculated to secure the revenue from loss by forgery. If, however, it should appear that the comparatively small number of stamps required for India cannot be supplied by the contractors at so favourable a rate, and that stamps prepared according to the French process would be considerably cheaper, and therefore better suited to this country, we are satisfied that, owing to the want of mechanical means, and the absence of ingenuity and enterprise in the people, the risk of loss by forgery in India would be less than in any civilized country of Europe, in the United States of America, or in most of the Crown colonies. We are of opinion that

Risk of forgery less in India than elsewhere.

* Appendix (A.), No. 67.

that the head of Her Majesty forms the most appropriate device that could be adopted for the postage stamp of India, and that no other legend is needed than the denomination of value in the English language. The distinguishing colour of each description of stamp will be a sufficient indication of its value to those who are unable to read English.

138. The number of half-anna stamps required for a year's probable consumption, at the uniform rate, would be about 20,000,000, and of anna stamps 5,000,000, in the proportion of seven-twelfths for Bengal, including the North-west Provinces, three-twelfths to Madras, and two-twelfths to Bombay. Number of stamps required annually.

139. These two values of stamps, will, in our opinion, suffice for the ordinary correspondence of the country, both ship and inland, and for newspapers. But if it should be determined to have stamps of a higher value for steam postage, and for banghy parcels, we are disposed to recommend an 8 anna medallion stamp (brown), similar to those impressed on the envelopes, and on the shilling and ten-penny stamps in use in the United Kingdom, as described in the subjoined paper: High value stamps for steam and banghy postage.

" *Paper for the Postage Envelopes bearing a Medallion Stamp, and for the One Shilling and the Ten-penny Medallion Label Stamps.*

" This paper is peculiar only in having silken threads introduced into its substance; it is made by machines, and having no water-mark, there is no necessity for taking official charge of the wires upon which it is formed.

" The Excise officers are present while the paper is being made; they see that any spoiled paper is properly cancelled; and they take charge of the finished paper, &c., as is done in respect of the label paper.

" The manufacture of such paper as is used for postage stamps is confined by law to parties acting under Government authority.

" *The Stamping and the Manufacturing of the Envelopes bearing Medallion Stamps.*

" The envelopes are stamped at Somerset House.

" The milling and cutting of the paper before stamping, and the folding and making up of the envelopes after stamping, are done by contract by Messrs. Delarue & Co., of London, upon their own premises.

" *The Stamping.*

" The dies are prepared by Mr. Wyon, die-sinker to the Royal Mint. There is but one original, viz. a head of Her Majesty cut in steel in relief, and from this the dies are all derived by a transfer process, technically called hubbing.

" The stamping is done by self-inking fly-presses, of peculiar construction, worked by a small steam-engine.

" Each press is attended by two young boys, and works at the rate of 60 impressions per minute.

" In these various operations there are of course numerous *minutiæ*, which are essential to the operations, but which must be seen to be understood."

" The 1 *s.* and the 10 *d.* medallion labels are stamped upon small sheets, containing, respectively, 20 stamps and 24 stamps each, at the same presses as the envelopes, with the aid of additional mechanism to hold and guide the sheets while receiving the impressions.

" The paper is gummed before it is stamped, and this while in the larger sheet, as received from the paper-maker.

" Very few of these 1 *s.* and 10 *d.* stamps are made use of."

140. These stamps might also for the present be furnished by the London Stamp Office, as the means of preparing them are not to be found in India; but we understand that a machine, similar to that in use in England, has been recently sent out by the Honourable Court of Directors for the use of the Calcutta Stamp Office, which may hereafter be made applicable to this purpose. The number of these stamps required for a year's probable consumption would be about 1,000,000, in the proportions already mentioned. We do not recommend the use of stamped envelopes for this country, partly from the difficulty of preserving them in serviceable condition, but chiefly because their weight would bear so large a proportion to the maximum weight of a single letter that there is little reason to suppose that they would ever come into general use. High value stamps, how to be supplied. Probable number annually required. Stamped envelopes inapplicable to India.

 141. The

Stamps, how to be distributed.

141. The details of distribution would be settled without difficulty in the Stamp Department, which already possesses sufficient agency for the purpose. Stamps are at present supplied to the several collectors throughout the country, and by them either sold direct to parties requiring them, or distributed to licensed stamp vendors, some of whom are remunerated by a fixed salary, by a commission on the sale proceeds, or by both, and others are required to pay for the stamps on delivery, a discount being allowed on their value. The number of licensed stamp venders in any district is limited only by the demand for stamps, but one of them at least is to be found in every large town, and ordinarily wherever there is a moonsiff's court. The same agency would be readily available for the sale of postage stamps, and it would also be necessary that there should be a supply for sale at every post-office, and at every tahsildaree, thanna, or other such place where letters are received for dispatch by the district dawk. All post-offices in the territories of independent native states would have to be supplied with stamps from the nearest treasury; and unlicensed persons might also, without objection, be encouraged to purchase them in certain quantities at a small discount, either for their own use, or to supply by retail to others.

Objection to sale of stamps at post-offices groundless.

142. Objection has been taken by some postmasters to the sale of stamps at the Post-office, as perpetuating the system of money payments into the hands of the subordinate functionaries of the department, which it is the very object of stamps to put an end to. But this objection is not generally entertained, nor do we think there is much weight in it. The evil of the present system is not that money payments are made at the Post-office, but that such payments are not susceptible of any check. This would not be the case if a certain number of stamps were supplied to the Post-office, the value of which would have to be strictly accounted for, or if the postmaster or one of his clerks were permitted to purchase stamps at a discount for sale to the public. Unless stamps are procurable at every post-office, it would hardly be fair, or even practicable, to make the use of them compulsory in all cases of prepayment.

Objection made to the sale of stamps at police thannahs.

143. Some of the magistrates of the Lower Provinces of Bengal, where the district dawk has not yet been made available for private correspondence, anticipate mischievous consequences from allowing the thannah officers to sell stamps; but there are others of a different opinion, and as the receipt of postage in money in the other Presidencies, where the district dawk has been in full operation for several years, is not found to be attended with any inconvenience, it seems to follow that the sale of stamps through the same agency in Bengal might safely be permitted.

Prohibition of charging more than their fixed price for stamps.

Stamps not to be affixed to letters by Post-office servants.

144. It will be necessary to prohibit all postmasters and letter receivers from charging more for stamps than their fixed price, and from receiving prepayment of postage in money. In all practicable cases, the clerk who has the sale of stamps ought not to have anything to do with the receipt of letters; and under any circumstances, it should be the prescribed rule of the department that a stamp when sold should be delivered to the party requiring it, that it should be affixed to the letter by the party himself, and that the letter should be deposited by him in the closed letter-box with which every post-office should be furnished. If post-office clerks at out-stations are allowed to receive money payments, and themselves affix stamps to letters, it is obvious that the security afforded both to the department and the public by the use of stamps, will, to that extent, be nullified.

Obliterating stamps.

145. All postmasters and persons in charge of post-offices must be furnished with obliterating stamps, and with a supply of the black composition used in England. They must be enjoined to obliterate carefully the Post-office stamp on every letter as soon as it is posted, or as soon as it is taken out of the letter-box, and to treat as unpaid all letters bearing stamps which have been previously obliterated or defaced. In the United Kingdom there are five patterns of obliterating stamps in use, one for the London District Post, one for the London General Post, one for all England and Wales except London, one for Scotland and one for Ireland. In the centre of each stamp is a number which designates the post-office to which it belongs, and thereby affords a clue to the office of dispatch in case the ordinary local stamp is not sufficiently plain. It does not appear that the obliterating stamps in use in France are furnished with a number; and we are of opinion that, considering the difficulty of preparing and supplying such articles in India, one uniform pattern of obliterator will be sufficient.

IV. PREPAYMENT.

IV. PREPAYMENT.

146. We have next to consider the question of prepayment, whether it shall be compulsory with the absolute rejection of all bearing letters as far as may be practicable, or optional as at present; whether the option shall be fettered by the imposition of a higher rate as in England, where bearing letters are charged with double postage on delivery; and what description of letters it will be necessary to except from any compulsory rule.

Compulsory prepayment by stamps the most perfect system.

147. The most perfect system of Post-office management, and the safest both for the public and the department, would be compulsory prepayment of all letters by means of stamps, with the entire exclusion of all money payments; but this is not possible in practice, as there are some classes of letters which must of necessity be carried bearing postage, and there are circumstances which have hitherto induced the British Government still further to limit the practical application of the theory. Compulsory prepayment was one of the main features of the original plan of the penny postage in England; and although subsequent consideration induced its projector to acquiesce in the partial postponement of that part of the measure, it is understood to be a desideratum;* the relative number of bearing letters is now only two per cent. † of the chargeable correspondence, and it seems probable that at no distant date the plan will be fully accomplished.

Question of prepayment applied to India.

148. There exist in India circumstances which render the full adoption of the system of prepayment more desirable than it is in England, while at the same time there are stronger reasons for hesitation as to its immediate adoption. In England the chief objections to allowing a continuance of bearing letters are the additional labour imposed on the department, the accounts which are rendered necessary, and the delay caused in the delivery of letters. These objections apply with equal force to India; and we have, in addition, to contend with fraudulent practices, the extent of which it is not possible to guess. Almost all the postal authorities whom we have consulted have recorded their conviction that many letters are carried bearing postage in this country, which, though refused by the parties to whom they are addressed, answer all the purpose of the sender, and this is effected in three different ways.

Practices by which postage evaded on letters, which nevertheless answer the purpose of their writers.

149. First, by letters being sent unsealed, which are either openly read and then rejected, on the plea that the contents have shown that they were not intended for the reader, or brought again to the delivering peon from the interior of a house and refused, without mention being made of their contents having been secretly read. The postmaster at Secundrabad has written :—"It is the case at this station that not a few of the natives will first receive letters from the peons, telling them they are for themselves, but afterwards will say no, and immediately return them. Very many letters are also received open and unsealed for delivery. How can the postmaster know whether they have not been read by the addressees, and afterwards returned to the peons?"

150. In Calcutta it is said to be a common practice, especially among natives, to return unpaid letters to the delivery peons, with a request that they may remain in the post-office until they have money to pay the postage. These letters are not returned as refused letters to the senders, but lie in the Dead Letter-office till called for, which in a great many cases never happens. No postage is ever realized on such letters, because native letters once sent to the Dead Letter-office are never re-examined unless called for, but after the lapse of 18 months are opened and destroyed. It is estimated that one-fourth of the unclaimed letters in Calcutta are of this kind; and as it is in the power of the peons to assign any reason they choose for the non-delivery of a letter, and they will very seldom say that a letter is refused, it is highly probable that the department is in this way defrauded of a considerable amount of postage, which, if the truth could be ascertained, might be recovered from the senders.

151. Secondly, by a practice not very uncommon with natives, of writing all the pith of their communication in the address of their letter, and thus putting the

* *Note.*—In the United Kingdom, all letters received at the rural posts must be prepaid, and so must all letters above four ounces in weight, wherever posted.

† Article on the Mechanism of the Post-office in the "Quarterly Review," No. 178.

the receiver in possession of the desired information without any necessity for his breaking the seal. On this head the postmaster of Lower Scinde says:—"Those letters refused or unknown are all scrawled over in different hieroglyphics independent of the English direction, and when opened for the purpose of discovering the sender, in nine cases out of ten the writing cannot be deciphered or there is no signature. We never see a native letter which has been prepaid refused."

152. And thirdly, by parties on a long journey posting, at each post-town on their route, an empty cover directed to the person whom they wish to inform of their progress. This is sent bearing postage, with the intention of its being refused by the addressee, the handwriting of the address and the post-mark on the cover having given all the information that was intended of the writer's arrival at a particular stage of his journey.

Frauds practised on the public through bearing letters.

153. The public are also themselves the sufferers from the bearing postage system, and, unless under the most vigilant eye, extortions are practised by the delivering peons on the ignorant and unwary, almost beyond belief. The postmaster of Lower Scinde, in his Report to the Bombay Commissioner, says:— "Peons will always endeavour to extort money by saying the postage is more than it really is, or under a threat of delivering letters late; for the first-mentioned offence I have dismissed three men, and for the second, one." And a late postmaster of Trichinopoly, when reporting to Government the result of an inquiry into the state of that office, said:—"In many instances, in the progress of the present inquiry, I have found the postage marked on letters altered; the figure 1 changed into a 2, and 2 into 4." This could not happen if there were no postage to demand on the delivery of a letter.

Frauds practised on the Government by its own servants.

154. But the evil does not rest even here, and we have evidence to show that the Government is defrauded by its own servants, from the impossibility of exercising any adequate check on the subordinate servants of the Post-office. Bearing letters have ever afforded a most productive source of peculation. All postmasters are found to admit, that the postage on letters sent bearing, from one Mofussil office to another, may be systematically misappropriated with impunity; and that, however numerous and complicated may be the nominal checks, there is practically none at all. In the frauds which accident has brought to light, the loss of postage has in no case been less than 20, and in some as much as 100 per cent. on the collections. As instances in point, we may refer to the discovery of some extensive frauds which led to the entire change of the office establishment at Trichinopoly, and to a commissioned officer being temporarily placed at its head, when the immediate increase of the collections, by about 20 per cent., served to show the extent of former peculation; and to the sudden death of the dawk moonshee at Vizianagram, which led to the discovery of a private and true account of the postage collected on bearing letters; from which it appeared that the accounts transmitted for some time previous to the head office, and according to which the collections were remitted, were about 26 per cent. below the truth. In further illustration of the evils of the present system, we may quote the remarks of the late postmaster of the Deccan, who says, with special reference to bearing letters, "No checks whatever exist on the collections made by the out-station clerks being brought to account, nor can any be effected. Three years' fruitless attempts to control the receipts of 10 subordinate offices have convinced me on this point. In the case of the Kirkee clerk I endeavoured to account for the extraordinary falling off in the collections from *Rs.* 209. 10. 6. in one month, to *Rs.* 114. 6. in the month following; the cantonment was a fixed one, and no departures had taken place; the impracticability of tracing letters was then clearly established, the only result of the inquiry being to raise the collections to *Rs.* 191. 12. 6., or more than 100 per cent."

Cases in which compulsory prepayment would be a hardship.

155. Compulsory prepayment of postage might in rare instances cause inconvenience to an individual desirous of posting an urgent letter, but without the means of prepayment immediately at hand, and occasionally be a hardship to the very poorest classes of the community; and families in the Mofussil, supported, as many of them are, by a single member in service at the Presidency, might sometimes be unable to prepay the postage on a letter, written for the purpose of procuring funds for their future support. These are, however, extreme cases, on account of which it would not be necessary to delay the enactment of a great public good. To the public generally the abolition of bearing letters would be decidedly

decidedly advantageous; for although all would have to pay for letters sent, all would receive their letters free, and all would participate in the increased celerity with which the business of the Post-office would be conducted.

156. Were the present system of weighing, charging, stamping and receipting every letter in the presence of the party posting it at an end, and the whole business of posting a letter confined to dropping it through a slit in the lid of a box, the duties within the office would be so simplified, as to render it easy to afford the public additional facilities for posting letters at a later hour, without any hinderance to the punctual dispatch of the mails. But it would be in the delivery of letters that the system of prepayment would effect the greatest saving of time. It was stated before the Select Committee of the House of Commons, by an officer of the London Post-office, that he had ascertained, by the actual experiment of delivering post-paid letters by separate carriers distinct from charged letters, that nearer two-thirds than one-half the time was saved; and there can be no doubt that in this country the saving would be at least equally great, and that the delivering peons' duties would be far more expeditiously performed when confined to dropping each letter at its destination, and proceeding at once on his course, than when, having postage to collect, he is delayed at every house by the dilatoriness so peculiarly characteristic of the inhabitants of India. Advantages of prepayment.

157. The Postmasters-general of Bengal and the North-west Provinces are both in favour of discouraging unpaid letters, and Mr. Tayler recommends that prepayment should be made compulsory in all cases. "The Post-office," he observes, "would be paid for all the work it does in advance, and not subjected, as on the present system it is, to the labour and expense of receiving, registering, conveying and attempting to deliver many thousands of letters, with no other result than the obligation of carrying them back again;" and again, "The collection of bearing postage is a great cause of delay in delivery, which would be obviated if prepayment were compulsory." The residents in the Burra Bazar of Calcutta complain that, in consequence of the peons having to collect bearing postage, the morning delivery does not take place in that quarter until 12 o'clock. One of the peons of the Calcutta General Post-office states that he has to wait five minutes at least, and sometimes a quarter of an hour or more, before he can get payment for a bearing letter. Another peon states that it takes considerably more time to deliver a bearing than a paid letter. A paid letter is delivered at once without trouble; but bearing letters cannot be delivered until the postage is paid, and it takes some time to settle the payment of the postage due on each letter. The number of unclaimed covers, which accumulated in the office of the Postmaster-general of the North-west Provinces during the year 1849 was 31,696, of which 3,795 were post-paid letters, 27,014 unpaid letters, and 887 unpaid newspapers. The postage on the two last items was *Rs.* 3,913. 2. 6. In Bengal, the number of unclaimed letters which accumulated during the first quarter of the same year, was 5,864, of which 1,007 were paid and free letters, 4,282 unpaid letters, and 575 unpaid newspapers. The postage on the two last items was *Rs.* 623. 7. 0. The total annual sum lost by bearing letters, in the two divisions of the Bengal Presidency, may be taken at *Rs.* 6,406. 14. 6.

158. In Madras, the opinions collected were in favour of a system of prepayment by stamps; a majority, though not a large one, being against making prepayment compulsory.

159. Mr. Ravenscroft, the Postmaster-general of Bombay, states:—"An opinion is generally prevalent amongst postal authorities, that compulsory prepayment ought to be insisted on, and that the use of stamps would be far preferable. In this opinion I quite concur. The adoption of the prepayment system will bring into the Treasury, postage on an immense number of letters which now escape.

"As compulsory prepayment may operate in many instances as a bar to correspondence, it will be for the consideration of Government, whether, as a matter of expediency, it should be left optional, as is the case in England, to parties to prepay or not; those letters posted 'bearing' being charged double postage, according to weight. My own impression is, that such option ought not to be allowed. The difficulty of collecting postage is inconceivable; it is troublesome to realise even from Europeans; but the difficulty is increased a hundred-fold in respect to natives.

 "I think

"I think it right here to mention that the adoption of the prepayment system will tend greatly to simplify work, and to prevent the great and unnecessary delay which now too often takes place in the delivery of letters, owing to the difficulty of realising the postage."

Objections to prepayment. Overruled.

160. One objection which has been urged to prepayment is, that it renders a letter less secure; and this supposed insecurity is twofold, the one before it reaches the Post-office, and the other subsequent to its being posted. The first kind of insecurity is greatly diminished by the substitution of stamps for money; the second is based on the erroneous idea that the Post-office peons would be able with impunity to destroy letters, on which, having no postage to collect, they might wish to save themselves the trouble of delivering. A peon would save himself no trouble by passing over one house in his beat if he had to proceed still further, and as his missing all the houses in any particular quarter, by which alone he would save himself trouble, would lead at once to complaint and detection, it is not to be supposed that the attempt would ever be made. It has not been stated by any person who has been consulted in the course of our inquiry that letters are lost from this cause, nor have we any reason to believe that the practice exists.

The result of a sudden resort to compulsory prepayment uncertain.

161. It is impossible, however, to foresee what might be the immediate effect of the sudden withdrawal of the option which the public now have of sending their letters bearing postage. At present, 57 per cent. of the entire chargeable correspondence of India is sent bearing;* and it is not to be expected that any amount of care and forethought could prevent, in every individual case, inconvenience and dissatisfaction, and hence injury in some shape to the postal revenue, if the whole of the correspondence of the country had, from a certain date, to be sent prepaid. It is by no means certain that the immediate effect of compulsory prepayment in all cases, even when combined with a great reduction of the rates of postage, would not be to prevent persons from writing letters which otherwise they would write. Many of the postmasters who have been consulted consider that the withdrawal of the option which the public now enjoy would lead to a diminution of correspondence, and a portion of the public is averse to its discontinuance. We are also apprehensive that the supply of stamps may, at all events at first, and in the minor offices, be sometimes insufficient; and as we could not recommend that under these circumstances there should be a cessation, however temporary, of the functions of the post, it becomes necessary to devise some means by which, under such circumstances, the department may be secured from loss, and the public from inconvenience, with the least possible infringement of the principle of avoiding money payment. To allow letters to go free when stamps are not procurable at any given post-office would open a wide door to fraud on the part of the subordinate functionaries of the department, and is otherwise an objectionable expedient.

Bearing letters to be charged double.

162. We have already said that it would be desirable, if possible, to discontinue money payments altogether; and although we consider the circumstances of India to be unadapted to a sudden and immediate adoption of a compulsory prepayment by stamps, we are desirous of approaching as near as may be practicable to the attainment of the desired end. The public in England have a choice of three courses on posting a letter; to send it bearing double postage, to put a stamp upon it, or to prepay it in money. We propose to take one step in advance of this: to limit the choice to the two former, and to disallow the prepayment in money under any circumstances whatever. All the arguments that weigh in favour of a compulsory prepayment in stamps, apply, although with diminished force, to the limited scheme we propose. It will diminish the bulk of the accounts now kept in every office, it will render letters less liable to be destroyed for the sake of the prepaid postage, it will simplify and accelerate the business of the post, and will pave the way for the final introduction of the full measure of reform, the compulsory prepayment in stamps alone.

163. Keeping that desired end in view, and with the intention of bringing the system

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* Paid - - - - - - - - -	4,310,597
Unpaid - - - - - - - - -	5,808,166
	10,118,763

system of money payments within the narrowest bounds, we recommend the adoption of the rule followed in England, of charging with double postage every bearing letter, and of doubling the postage remaining due on those letters which have been sent with insufficient stamps, doing away with the rule which now makes deficient postage recoverable from the party through whose negligence the under-charge has occurred. The practical consequence of this rule, if combined with the low uniform rate of single postage that we have recommended, will be, that prepaid letters will bear the half-anna rate, and unpaid letters the anna rate. The practice of sending unpaid letters will be discouraged, probably, to the same extent as in England, and at the same time those to whom prepayment is inconvenient will be enabled to write at a very moderate charge to their correspondents.

164. The only objection to be made to this proposition is, that as we have admitted that the supply of stamps at the outset may occasionally run short, we are not justified in recommending the adoption of a plan by which the public may be punished, when the fault rests solely with the department. It will be admitted that the Government has a perfect right to make an extra charge on bearing letters, in consideration of the extra trouble they cause to the department, giving the public the power of avoiding the extra payment by affixing stamps on all letters; but it will be said that the State has no right to make the extra charge if, by failing to supply stamps on demand, it forces the public to send their letters bearing, allowing them no choice in the matter. We at once admit the full force of the objection, and can reply to it only by showing that a difficulty attends the question in every point of view, and that in a choice of evils we have selected the one which appears the least. There are four courses open to adoption; 1st, the compulsory use of stamps in all cases, and the refusal of bearing letters, to which the objection made above applies with increased force, as it would be a greater hardship to refuse letters altogether than to convey them at a double charge of postage; 2d, to give an option to prepay either in money or by stamps, which would render the introduction of stamps almost inoperative, as well as still continue the risk attending letters prepaid in money; an objection equally applicable to the third course, that of giving an option either to make use of stamps or to send letters bearing single postage; and 4th, the plan we have above recommended for adoption.

Objection.

Objection answered.

165. Mr. Riddell has recommended the levy of triple postage on unpaid letters, but we see no sufficient reason for adopting a higher rate than has been found effectual in the United Kingdom. Those who are careless of the interests of their correspondents would not be deterred from sending their letters unpaid, by a triple more than by a double rate; and both would be equally ineffectual in suppressing the particular class of letters which are sent unpaid, without any intention or expectation of their being opened. That, in fact, is an evil which cannot be prevented, so long as unpaid letters are received under any conditions, and the Government can only look for its prevention to the adoption of a low rate of postage, which will remove the existing inducement to such practices. On the other hand, triple postage would be an unnecessary hardship in many cases, and is not warranted by the principle on which a double charge is justified; namely, as a remuneration for the additional trouble which the receipt and delivery of an unpaid letter unavoidably causes.

166. From the rule which we have above recommended, for the levy of double postage on letters not prepaid by a stamp, must be excepted all letters coming from Ceylon, and by sea from ports not within the territories of the East India Company, and all foreign steam letters; on both of which classes of correspondence, as prepayment is not possible, double postage on delivery cannot fairly be demanded. We would also exempt newspapers from the double charge of postage in cases in which they are not prepaid, as neither the present rates nor an uniform rate of two annas, if adopted, are low enough to justify us in proposing a measure which would have the effect of throwing the charge in the first instance on the proprietors.

Exceptions.

167. Under its proper head, we have considered the postage to be levied on all steam letters from the United Kingdom, or elsewhere; and, as regards steam postage on letters sent from India to the United Kingdom, it will be sufficient

for the Government of India to declare that prepayment, if made at all, shall be made by stamps, leaving to Her Majesty's Government the adoption in England of whatever measures they may think desirable on the arrival of the letter there.

V. Franking.

168. The next question to be discussed is that of Franking; and, in considering this branch of the subject, it will be convenient to divide it into the three descriptions of frank at present admitted by law; viz., privileged franking; soldiers', sepoys' and sailors' letter franks; and official franks.

Opinions of postal authorities.

169. The officers of the department are almost unanimous in their opinion that the privilege of franking is abused; they are in favour of the entire abolition of privileged franking, but are divided as to the expediency of continuing soldiers' and sepoys' franks; and, with respect to official franking, the general impression seems to be that it should, if possible, be placed under some restriction, either by the use of service stamps or nominal payment of postage, and that steps should be taken to reduce the bulk and weight of official correspondence.

Opinion of Post-master-general, North-west Provinces.

170. Mr. Riddell's opinion on the subject of official and privileged franking may be quoted at length:

"The privilege of franking official documents is undoubtedly abused, but I have no data on which to estimate the loss from this abuse; a low rate of postage would probably correct it, except in the case of sepoys' letters; and for them I think the commanding officers should be made personally responsible.

"The power of franking official documents must, I think, remain with public officers, but the number empowered to frank might be diminished; the tendency at present is to increase the number of franking officials.

"It is impossible for the Post-office to limit or check the weight of official packets. Were the heads of the several departments to give attention to the subject, much might be done; but without their aid I expect little or no result from any orders which Government may issue.

"The Post-office ought itself to set the example; and I have turned my attention to the reduction of the weight of Post-office packets.

"Few people have any idea of the weight added to the mails by uselessly transmitting letters and blank monthly returns. I remember being told by an officer that he had to send monthly quintuple copies of a return which was usually blank.

"I do not think the payment of a fixed monthly allowance would check the weight of service packets.

"The allowance would probably be made over to the head clerk; if it were sufficient, or left a profit, nothing would be said; if it were insufficient a statement would be sent up showing the weight of the covers dispatched and the postage charged on them, and the excess charge would be allowed as a matter of course.

"The truth is, that the only persons who can check or diminish the weight of service packets, are the heads of departments; the orders given by them are the cause of their subordinates sending unnecessary returns blank, or in duplicate and triplicate.

"If an uniform rate of postage is adopted, there will be no difficulty in doing as the Post-office in England do, and charging each department with the weight of its correspondence."

171. Messrs. Tayler and Bennett are in favour of the entire discontinuance of the privilege of franking, both private and official, and are of opinion that it is now extensively abused.

Madras Post-master-general's opinion.

172. Mr. Brown says:—"Under this head I would urge the discontinuance of the privilege accorded to certain high functionaries of sending and receiving their private letters and packets by letter-post free of postage. Though intended as an exclusive privilege dependent on position, it has not been considered in that light. The construction put by the Post-office, borne out by the decision of the Government of India, on Section XXVIII. Act XVII. of 1837, has been repeatedly called in question by these parties, who have maintained that they have a right to exemption from postage not only on their letters, but on their banghy parcels of whatever weight.

"The

"The privilege, if still sanctioned, should be distinctly limited to official communications.

"Correspondence connected with the public service, and heavy parcels from every department in the State, are transmitted free by post, and the expense attending their conveyance should equitably be borne by the several departments which have occasion to transmit them. It seems unfair that they should be sent free through the post. I would recommend that each Government office should be debited with its own postal charges, or that it should use stamps to the requisite value."

173. Mr. Ravenscroft writes:—"Under this system, letters (and even papers and parcels) from and to certain privileged functionaries and public institutions are allowed to pass free of postage. A more objectionable system, or one more greatly abused, never existed. Opinion of the Postmaster-general of Bombay.

"If the State desires to favour particular individuals or institutions, it should be done by means of a donation in money, and not at the expense of the postal department by allowing their correspondence to pass free of postage. Practically, such a system has the effect of taxing the mercantile and the poor and industrious classes that a few privileged persons, better able to pay than any other class of the community, and public institutions, such as the civil, military and naval funds, which ought to be able to pay, may escape taxation.

"The franking system no longer exists in England. I advocate most strongly and without hesitation, its immediate and total abolition throughout India.

"With respect to service letters, I have to remark that no check that can possibly be devised will prevent private letters from being occasionally enclosed under official covers, if official functionaries are inclined to defraud the State in that way. The only plan for the Government to adopt is to denounce such a practice, and threaten to inflict a severe penalty on parties who may be discovered so offending.

"It occurs to me, as it has occurred to others, that a postage stamp might be affixed on all official letters, the public functionaries accounting monthly for the same, precisely in the same way that they would account for public money. I am not aware that there is any objection to this plan, and if green be the colour of the stamp (and with regard to device, the simple word 'Free' ought to be sufficient), I do not see that it would in any way clash with the stamp on paid letters.

"The only remaining point for consideration in this communication is the taxation or otherwise of letters for soldiers and sailors serving in Her Majesty's and the Honourable Company's Services in India. At present all these letters are allowed to go 'free,' and it may perhaps be considered politic to continue the privilege. I would restrict it, however, as respects soldiers, to those actually going with their regiments, and as regards sailors, to those actually serving on board ship. There are many soldiers and sailors borne on the strength of both services, who are employed away from their regiments and vessels on a variety of staff duties, and who, from the increased emoluments which they get for those duties, ought to be able to pay postage on their letters."

174. In respect to the first division of our subject, viz. privileged franking, certain high functionaries in this country, and in England connected with the administration of this country, have the privilege conceded to them by section XXVIII. of the Post-office Act (No. XVII. of 1837), and the same privilege has been extended under the provisions of Section XXIX. by the Governor-general in Council, to the Governors of foreign settlements in India, of "sending and receiving all letters and packets by letter-post, free of postage, and of sending and receiving letters and packets by banghy on the public service, free of postage." This privilege is subjected to no restriction whatever as to the number of letters or packets to be sent or received free of postage every day; nor is it necessary for the party making use of it to write the date on the letter or packet, or specify the name of the post-town or place where he then is; and moreover it is not declared necessary that the letter or packet so franked should be on the concerns of the party franking, nor indeed that it should be his own letter. As far as the wording of the Act is concerned, there is no illegality in franking any number of blank covers, to be made use of and posted at any post-office in India by another party, at any time during the enjoyment of the privilege. 1st. Privileged franking. *Vide* Section L. of the Rules of 30th August 18 Privilege unrestricted.

 175. It

Used to an extent not intended.

175. It seems to be a generally received opinion among Post-office authorities that privileged franking is made use of to an extent and in a manner not intended by the Government when it was allowed to be continued. The Postmaster-general of Bombay, in alluding to this subject, states:—"I have reason to suspect and do believe that it (privileged franking) is abused most grossly every day. In proof of this I beg to quote a remarkable case which occurred some years ago at Poona. A member of the privileged class being about to leave that place, where his family were located, left with them a large number of envelopes bearing his frank, and these were used by members of his family in correspondence with private friends at Bombay and elsewhere. Even in the present day many of the privileged class frank letters from their friends to their friends, and some even have gone so far as to frank their servants' letters. It is not an uncommon practice for overland letters to be sent from the interior to the office in such a manner, that is, under a frank, as to escape taxation."

Its abolition recommended.

176. The question however for our consideration at present, is not, we apprehend, whether the privilege, as it at present exists, is or is not liable to be made use of to an extent not contemplated by the Legislature; in that case, the propriety of placing it under further restrictions would come under discussion. But the discontinuance of all such immunities and privileges in England forces on our attention the question whether there is any necessity for their being any longer preserved in this country; and whether, now that at home the highest Personage in the realm has to pay postage, there are any good reasons, either of justice or expediency, why every person in India, from the highest to the lowest, should not be subjected to charge for the conveyance of his private correspondence.

Opinion of former Post-office Committee as to privileged letters.

177. The Committee which assembled in 1836, at a time when Parliamentary franking was still permitted in England, strongly advocated in their Report, dated 14th December 1836, the abolition of the privilege in this country. Whatever reasons may at that time have induced the Government to hesitate to follow their recommendation, there can, we conceive, be no question as to the propriety of recalling the privilege, now that an uniform low rate of postage is, we hope, about to be introduced into this country, and all such immunities have ceased to exist elsewhere.

Exemption from actual payment of postage when on the public service.

178. We would still draw the distinction, contended for by the Committee of 1836, between letters on the public service and private letters; and while we advocate the withdrawal of the privilege of sending and receiving private letters free of postage, we would at the same time take care to secure to such of the high functionaries in question as require to correspond on the public service, the right of doing so without charge to themselves, by continuing to them the same authority to send their official letters without actual payment of postage, as may be sanctioned in the case of service letters in general.

2d. Soldiers' and sailors' franked letters.

Restriction not attended to.

179. Sections L. to LV. of the Rules passed by the Governor-general of India in Council, under date 30th August 1837, define the privileges at present enjoyed by soldiers and sepoys in respect to letters sent or received by letter-mail. The restriction that letters of this description, to entitle them to pass free of postage, must not exceed single weight, appears, from the information we have obtained, to be entirely disregarded; and the limit practically enforced is one tolah in weight, instead of a quarter tolah the present single weight, according to Schedule (C.), Table I. published by the Government of India on the 14th August 1839. The reason of this appears to be, that the Post-office has erroneously continued to be guided by Schedule (A.), Table I., which fixed one tolah as single weight, although Schedule (C.), which fixes a quarter tolah as the limit, was substituted for Table A. by the notification of the Government of India above mentioned.

Reason of this.

The present single weight sufficient.

180. That the quarter tolah is sufficient at any rate for the native army, may be inferred from the fact that more than 75 per cent. of the entire number of letters passing through the Post-office are under that weight, and that the great majority of those letters are native letters. It has been urged, however, that it does not afford the same advantage to the European soldier, who generally writes a large hand and makes use of coarse heavy paper. It is not necessary for us to discuss whether this is the case or not, or whether, if it be so, as weight is the great

Abolition of the privilege recommended.

great element of cost to the department, it would not still be expedient to hold out every inducement to make use of a light material, since we are prepared to recommend the withdrawal of the present privilege altogether.

181. Under the present high rates of postage, considerations of a political nature might doubtless be urged against such a measure; nor would the fact that certain high functionaries connected with the army still enjoy the privilege of sending and receiving private letters free of postage, be without its weight; but when the great reduction in rates of postage has put it within the power of all classes to participate in the advantages of intercommunion by letter, and the Head of the Army is obliged to pay the postage on his own private letters, there can be no reason why the privilege hitherto allowed should any longer be continued.

A low rate of postage more advantageous.

182. Not only will the introduction of an uniform low rate of postage put it within the means of the European and native soldier to correspond with his friends, but it will, in a great many cases, even when coupled with the abolition of the privilege now enjoyed, have the effect of reducing instead of increasing the aggregate sum paid under present circumstances as postage by the individual sepoy; for though he may now obtain the frank of his commanding officer for some of the letters he writes, those coming to him from his friends in his native village are subject to postage. Whenever therefore a regiment is quartered at a distance from the part of the country from which it is chiefly recruited, the balance of cost, under the present system of charge for distance, is greatly against the sepoy.

Rule allowing letters from relatives of sepoys to pass free.

183. On the 19th October 1842, a Resolution was passed by the Honourable the President in Council in reference to Rules 51 and 52 of the Post-office Rules of 30th August 1837, by which it was declared that "Letters to commissioned native officers and non-commissioned officers, privates, and others borne on the Returns of the Honourable Company's Army, including guides, Lascars, and men of the regular corps of dooly bearers from their relatives, shall pass free of postage when addressed to the care of the commanding officers of the corps or detachment, provided they do not exceed single weight.

"The number of letters to commissioned native officers, non-commissioned officers and privates, entitled to be delivered free under the above rule, shall not exceed one for each man per mensem."

Not generally acted on.

This Resolution appears to have originated in a petition from certain inhabitants of Shajehanpore, praying that the officer commanding at the station might be authorised to frank one letter per month from the relatives of men of the 3d light cavalry and 6th irregular cavalry during the period those corps might be serving with the army of reserve; and although the privilege was apparently intended to be made applicable to all cases, it has never been acted on generally. Its existence, indeed, seems now almost unknown or forgotten; as the large number of letters which continue to be received bearing postage and paid, by all ranks of the native army, sufficiently prove.* It need not therefore affect the question under discussion.

The change not unacceptable to the sepoy in some cases.

184. Some commanding officers have reported that the sepoys themselves will hail with satisfaction the abolition of their privilege, if coupled with an uniform low rate of charge without reference to distance, particularly if greater facilities for posting and receiving letters are organized among the rural population; the only apprehension the sepoys seem to entertain is, that at some future time postage may be again enhanced, without their present privileges being restored to them.

Want of a rural post felt by sepoys.

185. One great drawback to extended correspondence through the Post-office, appears, from the replies of some of the commanding officers, to be the difficulty and uncertainty, as well as expense in some cases, attending the transmission of the letters sent by the native soldiery to their respective villages and homes, after they have reached the nearest post-town; but if the district dawks be made available for the correspondence of the public throughout India, and the facilities which it affords be extended to every village in every district, without additional charge in excess

* Appendix (A.), Nos. 53, 54 and 55.

excess of the proposed uniform rate, this objection will, as far as our territories are concerned, be overcome.

No district posts in Oude.

186. The Bengal army, however, is largely recruited from Oude, where no means whatever are afforded for sending letters by post, except along the principal lines of road connecting Lucknow with Cawnpore, Shajehanpore, Goruckpore, and Benares. There are a certain number of hurkaras, called Pergunnah peons, kept up at the different post-offices in the province, whose duty it is to distribute letters in the interior as they accumulate; but such letters take a considerable time in reaching their destination, owing to the insufficiency of the number of peons employed. A judicious extension of the means in use would doubtless do something to remedy the inconvenience; but any attempt to organize a system at all analogous to our district dawks could only be made through the intervention of the Resident, and would scarcely, we fear, be found to answer, owing to the disinclination of the Durbar to any arrangement of the kind, and to the venality of those to whom its management must be entrusted.

Returns of sepoys' letters.

187. We have obtained returns of the number of letters sent and received by post, by most of the regiments in India,* distinguishing those passing under the frank of commanding officers from paid and bearing covers; but it is impossible to estimate, with any approach to accuracy, what would be the financial effect of a measure taking away the privilege at present enjoyed by the army, and substituting the low uniform rate we have proposed. Our returns are, from various causes, incomplete, some commanding officers having failed to furnish the information required of them, and many being unable to state the number of chargeable letters sent and received, owing to their being posted by the men themselves, and delivered direct to them, without the intervention of any regimental authority; but it may be assumed generally, that while the number of franks is given with tolerable accuracy, the number of chargeable letters is much under-stated. The aggregate nominal postage at present chargeable on the franks will form no sure ground for estimating what the postage would be under totally different circumstances; but that the receipts would, on the whole, increase, seems to admit of little doubt.

The present high rates of postage restrictive to sepoys' correspondence.

188. Many commanding officers have stated, that at present, owing to the high rates of postage, and the want of postal communication with their own villages and homes, the sepoys send few, if any, bearing or paid letters, confining their correspondence by post chiefly to their comrades in other regiments, with whom they can interchange letters under frank, and only communicating with their friends when opportunities occur of sending letters by private hand; their families, in like manner, who cannot obtain franks, regulating their correspondence with them by similar narrow limits. An uniform low rate of postage, coupled with extended facilities for the posting and delivery of letters among the rural population, would probably have the effect of bringing all such letters into the public post-office.

Further privileges considered, and their discontinuance advocated. Section LIV.

189. Besides soldiers' and sepoys' letters, which are at present franked by commanding officers under certain limitations, "Letters from wives of European soldiers addressed to their husbands, are permitted to be franked by officers commanding stations, posts or depôts." Under the reforms we have proposed, we see no necessity for the continuance of this privilege; half an anna will carry a letter from one end of India to the other, and this is a charge which would not press heavily on any class.

190. Section LV. of the Post-office Rules provides, that "Letters received from Europe by ship, addressed to European soldiers in India, shall be forwarded free of postage, although they may not be franked, provided they do not exceed the weight of three tolahs." This privilege, though nominally confined to letters received by ship, applies in effect to steamer letters. If the plan we have proposed for taking consolidated postage on steamer letters be sanctioned, this practice will be continued, not as a privilege, but as a part of the general system of prepayment which we think it advisable to introduce.

Correspondence respecting family

191. We propose to continue to officers commanding regiments the power to dispatch letters on the public service, at the charge of the department to which they

* Appendix (A.), Nos. 53, 54 and 55.

they belong; and all correspondence on the subject of family remittances should still pass free, as such, without payment of actual postage, provided it does not contain any private letters whatever. At present, the sepoys' own letters on the subject are commonly enclosed in the cover of the official letter; this practice should of course be discontinued, and such letters be sent separately as other private communications.

remittances considered as on public service.

192. We come now to "Official franks," and with respect to them we have experienced considerable difficulty in devising any scheme, which, while it will continue to officers employed on the service of the State, freedom from the charge of postage on letters sent and received by them, on the public business alone, will at the same time enable the Post-office to show a credit for the service it performs for the Government, and secure greater attention to economy, by preventing the mails being unnecessarily loaded with official correspondence.

3d. Official franks.

193. The evidence which we have collected on this subject chiefly goes to show the difficulty of devising any efficient check over the privilege of sending official correspondence free of postage, without, at the same time, introducing a cumbersome and expensive machinery, and in some cases embarrassing the public service. Almost all the postal authorities whom we have consulted state that the practice of enclosing private letters under official covers exists, but they have shown great hesitation in bringing forward specific instances in support of their assertions, and but few cases have been circumstantially brought to notice. There can, however, we think, be little question that the privilege of official franking is in many cases abused; it could, indeed, scarcely be otherwise, considering the very great number of officers, both European and native, to whom it is entrusted.

Evidence on the subject.

Opinions of postal authorities.

194. It has been proposed, in order to diminish the weight of service packets sent by post, that every public officer should pay the postage of such packets despatched by him, receiving in lieu a fixed monthly allowance, calculated on the average amount of nominal postage that has been charged on such packets for a given period. To this plan, however, insuperable objections arise, from the difficulty, if not impossibility, of fixing, in the first instance, and afterwards regulating what would be a fair allowance on account of postage to every public officer in India, as well as from the manifest impropriety of the Government allowing a certain charge to be incurred under this head, without any certainty that the whole amount would be repaid as postage.

Different plans considered.

195. It has also been proposed that officers having to send letters on the public service, should pay the postage chargeable on them in the first instance, receiving it afterwards from Government by means of a contingent bill, to be audited and passed before the amount is disbursed. This plan is open to the objection of rendering it necessary either that large sums of money should pass through the hands of Post-office clerks and others as postage, without the means of insuring efficient security, or that a large number of Post-office label stamps should be expended without any corresponding advantage. It would also, as in the former case, be impossible to ascertain with certainty that the sums charged as postage had been actually expended, and the practice would, moreover, have the effect of introducing a complicated system of accounts, and giving rise to lengthy correspondence, without adequate advantage to the public service; the revenue accruing from the system being merely nominal.

196. Service stamps are also open to objection; their introduction would be attended with very considerable expense, both for their manufacture and continued supply all over the country; and they would yield nothing to the public resources. It would be difficult to arrange any system of check for their application, for though they could be made use of nominally only for official correspondence, there would be nothing to prevent officers entrusted with them (and they must, it is obvious, be entrusted in large numbers to all classes of public officers in the districts), from making them the means of freeing some of their private letters from taxation, or allowing others to participate in the advantage.

Service stamps.

197. Nor would the requiring the officer to sign his name, as well as apply a service stamp to his letter, obviate the evil; as any one inclined to violate the law would not be deterred from expending a service stamp, because he had also to

Objections to the use.

 frank

frank the communication, provided it was addressed to some one who he was sure, from a principle of mutual advantage, would not bring the circumstance to light.

Plan proposed.

198. At the same time we are unwilling to leave the matter as it now stands; and although we are unable to propose any scheme which will remove every objection to any letters being sent by the public post without actual payment of postage, we trust the measures we are about to recommend may lead to a mitigation of the evil.

Objects in view.

199. The object in view in any plan which may be proposed is twofold: first, to ascertain the amount of work performed by the Post-office for the State; and, secondly, to reduce, as far as may be practicable, the excessive weight of packets sent free of postage on public service. The plan by which we propose to accomplish these ends, as far as practicable, is wholly to abolish the privilege of official franking, as has been done in the United Kingdom; to credit the Post-office with the postage due on letters and parcels posted by certain officers on the public service, a corresponding debit being made in the accounts of each department; and to restrict within the closest possible limits the number of officers empowered to send letters, &c., by post, on the public service, without actual payment of postage.

Postage on service letters should be a public charge.

200. There are a great number of officers on whom, from the extent of the correspondence they must necessarily carry on, on the public service, it is manifestly unfair to impose the payment of postage. Under existing rates, the nominal postage chargeable on letters dispatched by some of them averages as much as *Rs.* 2,000 a month, and even under the proposed reductions the amount would be very considerable. To all such we consider it will be still necessary to continue the privilege of sending their official correspondence by post at the public charge.

Lists of persons authorised to send letters at the public charge reviewed.

201. In reviewing the lists of parties now authorised to frank on the public service appended to the present Post-office rules, it appears to us that many of the officers included in them might well be left out altogether, or their privilege more circumscribed. In some cases the official correspondence carried on by them *bonâ fide* on the subject of their own departments is extremely limited; and the amount they would have to pay as postage, under the reductions proposed, so small as to make it scarcely worth while to continue to them the franking power; while in others, any letters which they require to send by post, should rather be considered as on the private concerns of themselves or their office, than on the public service of the state. Of the latter description is the correspondence of all funds and societies which ought certainly to contribute directly to the support of the Post-office.

202. Again, some officers, who enjoy the franking privilege, can have occasion only to address particular officers or departments, when corresponding on public service; these we propose accordingly to transfer from List No. I. to List No. II.; continuing to them the privilege of sending their letters at the public charge, but restricting it either to their immediate superiors, or to the division or district in which they are employed. List No. III., which provides for the case of officers who have not the privilege of franking, having occasion to correspond on the public service, we propose to expunge altogether. Such of the authorities included in it, as have to write frequently on official subjects, we have transferred to List No. II. The rare occasions on which the others could be called on to send official letters by post, seemed to us not to stand in need of special provision; they might, we think, with propriety be left to pay the very small postage which, under an uniform rate, would be leviable on such communications.

Revised lists submitted.
To be printed in the English and vernacular languages.

203. We have prepared revised lists of the authorities to whom we would continue the privilege, for the approval of Government. These lists should be printed both in English and the native language of the district, and kept in all Post-offices.* The present lists of persons authorised to frank are, for the most part,

part, not understood or attended to by Post-office subordinates; their practice in some cases being to admit, as free, every letter with the signature of an European officer, without reference to his being empowered to frank or not.

204. The great number of covers which must still necessarily pass through the Post-office without actual payment of postage, would, unless a very considerable expense for establishment be incurred for the purpose, preclude the possibility of the nominal postage accounts of each office being checked by the Post-office. All that will be possible, is for the department to keep an account of the weight and postage of official letters and parcels posted for dispatch, which might be rendered monthly either to the Postmaster-general or to the accountant, with the monthly cash account, and a general statement prepared from them and submitted annually for the information of Government. System of charging and accounting for postage further explained.

205. Each post-office would, under this scheme, keep a book in which should be entered the name of every officer enjoying authority to send letters, &c., on the public service, in the habit of posting his letters at that particular place; the names being arranged according to the departments to which they belong. Under each name would be entered the number, weight and nominal postage of all letters and parcels sent to the post-office, under the signature of each; and, at the end of the month, an account of nominal postage chargeable to each department would appear in the body of the cash account submitted either to the Postmaster-general or to the accountant.

206. In the cash account, the amount of postage due on official covers posted during the month would be credited in one sum to the Post-office, and debited on the other side to the department to which the authority signing them belongs; all service letters posted at police chowkeys, or at any place where there is no regular dawk office, should in like manner be accounted for at the first post-office at which they are received, being there debited to the account of the officer signing them. Every letter and parcel should be superscribed with the word "Service," and also with the name of the department to which the officer sending it belongs, thus:

Form of address on service letters.

REVENUE SERVICE.

The Commissioner

of Revenue,

A. B., AGRA.

Collector.

No cover should on any account be admitted as a service letter, unless properly attested with the signature of an officer enjoying the privilege; at present, in some post-offices, both English and native letters are permitted to pass free of postage, under the seal of the department alone, without any frank whatever. The cover of every service letter to be signed.

207. The Postmaster-general or accountant, to whom the accounts of the Post-office may be rendered, should prepare and lay before Government an annual return of the aggregate nominal postage chargeable in every post-office against each department; and the means would thus exist of ascertaining, when necessary, the fluctuations in service postage throughout the country, as well as of calling for an explanation of any great increase in the charges of any particular department or office. An annual return to be sent to Government.

208. After a full consideration of the whole question in all its bearings, we have come to the opinion, an opinion in which we are supported by the views of those most competent to form a correct judgment, that nothing beyond this mere approximation to a check will be feasible; any system by which the postal expenditure of all the various departments and offices under Government could be A perfect check not feasible.

be subjected to actual examination and check, would not only involve a very complicated system of accounts and correspondence, but bring under discussion the difficult and comprehensive question of the feasibility of reducing the number and bulk of official letters and returns; a subject beyond the scope of our inquiries, and on which, therefore, we have forborne to enter.

Further suggestions.

209. We add, however, a few suggestions of a general nature connected with this part of the subject, the adoption of which will tend considerably towards the important end of reducing the bulk and weight of the mails.

Smaller-sized paper to be used in some cases.

1st. Quarter sheets of paper should be used on all occasions, when the communication is sufficiently concise to be contained in them, unless on matters of sufficient importance to be permanently retained on record. Such letters, as well as all accounts, periodical returns and statements, might be sent under a binder or short cover, open at the ends, in the same manner as newspapers, and not in an envelope, and a lighter description of paper used for the covers of letters.

Letters exceeding 12 tolahs to be sent by banghy.

Except under certain circumstances, and when duly certified.

2d. The section XIII. of the Draft Act,* which enacts that "where there is a banghy established on a line of road, no person should be entitled to demand that any letter or packet exceeding 12 tolahs in weight, shall be conveyed by the letter post on that line of road," should be strictly enforced with respect to official correspondence. The only relaxation permitted, being when the party sending the letter certifies upon it in writing, under his full signature, that the contents are of an emergent nature, in the following terms:—

"I do hereby certify that it is essentially requisite for the good of the public service, that this packet, exceeding 12 tolahs in weight, should be sent by letter mail, and not by banghy."

It should be the duty of the officer to whom such packet is addressed, to bring to the notice of the Postmaster-general, for the information of Government, any instance in which such certificate has been made use of without sufficient cause.

Penal to enclose a private letter.

3d. We further propose to make the sending a private letter, under an official cover, a penal offence, punishable by a fine of *Rs.* 50 in each case.

Letters not strictly on public service to be subject to postage.

4th. At present many official letters, which officers of government address to one another, are not on the service of the State, but on the private business of individuals, such as advices of drafts being granted, commissions to take evidence in civil suits, applications for leave of absence, or for appointments, &c. &c. These should, in all cases, be made subject to the payment of postage, the party requiring the accommodation enclosing the necessary stamp to cover the expense of postage, or incurring the double charge on an unpaid letter.

Official gazettes sent by post to be lightened.

5th. Official gazettes intended for transmission by post should be lightened as far as possible; with this object, the dawk impression should contain only subjects of general importance, and notices of mere local interest should be printed in a supplement for circulation at the Presidency only. The "Vernacular Gazette," translations of the Acts of the Government of India, or other matters intended for native readers in the Mofussil, should be sent by banghy instead of by letter mail.

VI. General Management.

210. On the several points included under this head, which have appeared to demand special notice, each Commissioner has prepared a separate memorandum, which will be found among the papers in the Appendix.† We proceed to notice those in respect of which a general plan, applicable to the whole of India, may with advantage be adopted, and the present varying practice of the several Presidencies assimilated.

Separation of the functions of the Postmaster-general from those of postmaster of a Presidency town.

211. The first point to which we shall refer, is the position of the Postmasters-general of Bengal, Madras and Bombay with respect to the Post-offices, or as they are called, the General Post-offices at the Presidency towns. At present, each Postmaster-

* Appendix (B.), No. 1. † Appendix (C.), Nos. 1, 2 and 3.

Postmaster-general, in addition to the general control which he exercises over the whole Post-office department, retains special charge of the Presidency Post-office; while the Deputy Postmaster-general is in the position of an assistant to the Postmaster-general, the nature and extent of his duties and responsibilities not being clearly defined, and being at any time liable to change at the discretion of his superior.

212. The particular inconveniences arising from this arrangement are referred to at length in our separate memorandums; but it may be stated generally, that attention to the details of any particular office is incompatible with an efficient administration of the department; and that so long as both duties are vested in the same persons, it cannot be expected that either will be discharged so satisfactorily as if the two were entirely separate, and each officer held responsible for the performance of his own. It will almost invariably be found that, under the present system, if the Postmaster-general be a zealous public servant, the Deputy occupies the position of a ministerial officer; and that, if the contrary be the case, the business may be conducted in the name of the Postmaster-general, but the whole labour devolves upon the Deputy.

Inconvenience arising from the union of the two offices.

213. The advantage attending an entire separation of the functions of Postmaster-general from those of a local Postmaster is exemplified in the North-west Provinces, where, owing chiefly to that circumstance, but partly also, it may be added, to local peculiarities, and to a judicious selection of Postmasters-general, the Post-office has been better administered, and made to conduce more to the convenience of government and of the public, than in any other part of India.

Postmaster-general of the North-west Provinces is not directly connected with any post-office.

214. We recommend, therefore, that the office of Postmaster-general be entirely separated from that of postmaster at the three Presidency towns, and that instead of Deputy Postmasters-general, there be appointed postmasters respectively of Calcutta, Madras and Bombay, subordinate to the Postmaster-general like all other postmasters. All ministerial officers in the Presidency Post-offices should be nominated by the postmaster, subject to the confirmation of the Postmaster-general.

Present Deputy Postmasters-general to be postmasters of the Presidency towns.

215. It is of great importance that the Postmasters-general should travel along the lines of post-road, and visit the several post-offices under their control, as frequently as possible. This essential part of a Postmaster-general's duty does not appear to have been satisfactorily performed, except in the North-west Provinces, where the Postmaster-general, unhampered by any local engagements, is enabled to visit almost every post-office throughout his extensive jurisdiction in the course of the year. In Bengal and Bombay, the Postmasters-general make occasional tours of inspection. In the former Presidency, the number of post-offices visited on each occasion is extremely small, and there are several offices, including some at no great distance from Calcutta, which have not been inspected for many years. In both Presidencies the inspection has not been so searching or complete as might have been desired. In Madras, the Postmaster-general does not seem even to be expected to leave the Presidency town; and in Bombay it is only since 1847 that personal inspection of the post-offices in the interior has been required from the head of the department. During their absence from head-quarters on a tour of inspection, the Postmasters-general should be required to submit brief weekly diaries of their proceedings to superior authority.

Postmasters-general should travel, and inspect post-offices and lines of road, as frequently as possible.

216. The salaries of the several Postmasters-general are as follows:—

Present allowances of Postmasters-general.

Bengal.—*Rs.* 24,000 a year, with a travelling allowance of *Rs.* 300 a month while absent from the Presidency.

North-west Provinces.—*Rs.* 16,800 a year, with a fixed allowance of *Rs.* 2,400 a year for travelling expenses.

Madras.—*Rs.* 28,000 a year.

Bombay.—*Rs.* 24,000 a year, with an allowance of *Rs.* 10 a day while actually travelling.

Proposed allowances.

217. We should recommend that the salary of each of the four Postmasters-general be fixed at *Rs.* 24,000 a year, with an allowance of *Rs.* 10 a day, while actually travelling. There seems no reason why the salary of the Postmaster-general of Madras should be higher than those of Bengal or Bombay; and, on the other hand, a salary of less than *Rs.* 24,000 would not be commensurate with the duties and position of an officer at the head of an important department in any one of those three Presidencies. In the North-west Provinces, the office of Postmaster-general, in respect to extent of territory, number of offices, and amount and variety of business, is considerably more arduous and responsible than in any of the other Presidencies; and the officer who fills it ought not, we think, to receive a lower remuneration than the others.* In the North-west Provinces alone has the income derived from postage exceeded the expenses of the department, and the State has also derived a considerable profit from the bullock-trains and passenger-carriages, the management of which rests with the Post-office. The travelling allowance of *Rs.* 10 a day is that now fixed for Bengal and Bombay; it is a liberal but certainly not an excessive allowance for the purpose. A smaller amount would frequently be found insufficient to reimburse expense actually incurred, and it is not desirable that the Postmasters-general should be discouraged from frequent travel by the apprehension of pecuniary loss.

Present allowances of Deputy Postmasters-general.

218. The present Deputy Postmasters-general are remunerated as follows:—

Bengal.—*Rs.* 8,400 a year, and apartments in the General Post-office.

Bombay.—*Rs.* 6,000 a year, and apartments in the General Post-office; but the present incumbent also draws a personal allowance of *Rs.* 1,200 a year for services in other departments, which is not charged to the Post-office. He is also excused from residing in the General Post-office, and receives *Rs.* 1,800 a year as house-rent instead.

Madras.—*Rs.* 4,800 a year, and apartments in the General Post-office.

Proposed allowances.

219. In the place of these officers, we have proposed to appoint postmasters of the three Presidency towns, subject only to the same control by the Postmaster-general as he exercises over other officers of the department. Considering the position they will each hold at the head of the post-office in a populous commercial city, we think that they ought not to receive a lower remuneration than that now allotted to the Deputy Postmaster-general of Calcutta, viz. *Rs.* 8,400 a year, and apartments in the General Post-office. But residence in the General Post-office should be made an indispensable condition of office.

Presidency Post-offices not to be General Post-offices.

220. The designation of General Post-office is inapplicable to the Presidency Post-offices of India, particularly if, as we propose, the office of Postmaster-general should be entirely separated from them. We think, therefore, that they should in future be designated the post-offices of Calcutta, Madras, and Bombay.

Office of superintendent of the Calcutta General Post-office may be abolished.

221. In the Calcutta Post-office, under the Postmaster-general and Deputy Postmaster-general, is a superintendent on *Rs.* 300 a month, who is in fact a second assistant to the Postmaster-general in all branches of his duty, whether connected with the Post-office department in general or the Calcutta Post-office in particular, and performs much of the work which, under a proper distribution of business, would devolve either upon the Postmaster-general or his Deputy. This office the Bengal Commissioner is of opinion may be abolished; and as no such office is found necessary either at Madras or Bombay, we concur in recommending its abolition, due regard being had to the services and claims of the present incumbent.

222. The

* *Note.*—The salary of the Postmaster-general of the North-west Provinces was raised by the Government of India in 1849 to *Rs.* 24,000 a year, including travelling allowance; but the Honourable Court disallowed the arrangement in consequence of the junior standing in the service of the officer appointed to the situation, and because the increase was allowed without the Honourable Court's previous sanction.

222. The following Table shows in a comparative form the establishment of Clerks entertained at each Presidency Post-office, arranged according to Departments:

Comparative statement of the number of Clerks employed at each General Post-office.

DEPARTMENTS.	CALCUTTA. Number of Clerks.	CALCUTTA. Salary.	MADRAS. Number of Clerks.	MADRAS. Salary.	BOMBAY. Number of Clerks.	BOMBAY. Salary.
		Rs. a. p.		*Rs. a. p.*		*Rs. a. p.*
Account - - - -	8	394 - 10	3	168 - -	4	360 - -
Cash - - - -	4	228 - -	1	190 - -	—	—
Audit - - - -	- -	- - -	4	90 - -	—	—
Total - -	12	622 - 10	8	448 - -	4	360 - -
Correspondence -	8	317 - 5	5	231 - -	3	99 - -
Oriental - - -	2	41 - -	—	—	—	—
Record - - -	2	45 - -	2	45 - -	—	—
Time Check - -	3	61 7 1	3	75 - -	—	—
Total - -	15	464 7 6	10	351 - -	3	99 - -
Ship and Steam -	17	574 - -	14	442 - -	4	257 - -
Pre-payment - -	- -	- - -	- -	- - -	5	235 - -
Total - -	17	574 - -	14	442 - -	9	492 - -
Letter Mail Receipt, or Inward - - -	18	576 8 8	11	230 - -	8	262 - -
Total - -	18	576 8 8	11	230 - -	8	262 - -
Letter Mail Dispatch, or Outward - -	33	645 7 6	25	646 - -	9	336 - -
Posting Department -	- -	- - -	- -	- - -	4	83 - -
Receiving Houses -	6	86 - -	8	136 - -	4	80 - -
Forward - - -	3	61 2 -	—	—	—	—
Total - -	42	792 9 6	33	782 - -	17	499 - -
Miscellaneous - - -	8	251 - -	1	18 - -	—	—
Banghy - - -	9	216 8 8	5	93 - -	4	110 - -
Dawk Bearers - -	3	60 - -	—	—	—	—
Total - -	20	527 8 8	6	111 - -	4	110 - -
TOTAL - - -	*124	3,557 3 2	82	2364 - -	45	1,822 - -

* In the Calcutta General Post-office 11 Clerks, drawing an aggregate salary of *Rs.* 155. 8. 8., have been discharged recently on the abolition of detailed registry. The establishment now consists of 113 Clerks, at an aggregate monthly cost of *Rs.* 3,401. 10. 6.

223. The following is a comparison of the number of Clerks at each post-office, on each grade of salary:

Monthly Salary.			NUMBER OF CLERKS.		
			Calcutta.	Madras.	Bombay.
Rs.	*a.*	*p.*			
200	-	-	-	-	1.
190	-	-	-	1	—
160	-	-	1	—	—
150	-	-	2	—	—
140	-	-	-	-	1
133	-	-	-	1	—
100	-	-	6	1	—
95	-	-	1	—	—
85	-	-	-	-	1
80	-	-	1	1	2
70	-	-	-	1	1
67	14	10	1	—	—
60	-	-	2	1	3
55	-	-	-	-	1
50	-	-	-	3	4
47	-	5	1	—	—
40	-	-	5	2	1
39	-	-	-	-	2
35	-	-	3	6	2
34	-	-	-	-	1
33	-	-	-	-	2
30	-	-	6	1	3
28	-	-	-	1	1
27	-	-	-	-	1
26	2	-	3	—	—
26	-	-	1	—	—
25	-	-	11	15	1
24	-	-	-	1	—
21	-	-	-	4	—
20	14	5	3	—	—
20	8	8	1	—	—
20	-	-	25	18	7
18	-	-	1	7	1
17	-	-	3	—	—
16	-	-	8	—	—
15	-	-	5	12	4
14	-	-	-	6	1
12	8	8	3	—	—
12	-	-	15	-	1
10	-	-	13	-	3
8	-	-	1	—	—
8	-	-	2	—	—
TOTAL - -			124	82	45

Of which the following is an Abstract:

Clerks on Salaries.	Bengal.	Madras.	Bombay.
Of *Rs.* 100 and upwards -	9	3	2
" 50 and upwards -	5	6	12
" 25 and upwards -	30	25	14
" 15 and upwards -	46	42	12
Less than *Rs.* 15 - -	34	6	5
TOTAL - - -	124	82	45

224. In

224. In Bengal the average salary of each clerk is *Rs.* 28. 11., in Madras *Rs.* 28. 12., and in Bombay *Rs.* 40. 5. The number of letters and packets dispatched from each Presidency Post-office in a period of four weeks is as follows:

	Calcutta.	Madras.	Bombay.
Inland Letters and Newspapers -	93,894	64,812	86,062
Steamer Covers - - - -	16,747	1,210	38,751
Ship Covers - - - -	3,853	2,609	1,512
Banghy Parcels - - -	5,310	2,116	1,828
TOTAL - - -	119,804	70,747	128,153

225. Without, therefore, expressing an opinion as to the particular instances in which reduction and alteration of establishment may be practicable (a point more appropriately discussed in our separate memorandums), we may remark generally, that, allowance being made for any possible difference in the national habits of the persons employed, the strength of establishment found sufficient for carrying on the duties of the post-office at Bombay ought, under a proper and methodical arrangement of business, to suffice for the same purpose at the other Presidencies. It seems probable that, in Bengal at least, the number of clerks employed, some of them on excessively small wages, must tend to impede business by the introduction of incompetent persons into the office, rather than to its dispatch.

Future arrangement of business at the Presidency Post-offices.

226. If the office of Postmaster-general be separated from that of Postmaster at the Presidency towns, it will be desirable, for the better arrangement and dispatch of business, that the Presidency Post-offices should be divided into the following departments, the heads of which should be responsible direct to the Postmaster:—

1. Correspondence.
2. Account and cash.
3. Inland letter mail dispatch.
4. Inland letter mail receipt.
5. Ship and steam.
6. Banghy.

Correspondence Department.

227. The greater part of the correspondence which now passes through the General Post-office, and the business of regulating the mails and checking the rate of travelling, and also the disposal of unclaimed letters, will be transferred to the office of the Postmaster-general. The expense of an adequate office establishment for the Postmaster-general, which ought not to exceed *Rs.* 400 a month, may be met by a corresponding reduction in the strength of the General Post-office establishments. Whatever deficiency in this respect there may be in the Bombay office, where the establishment is actually, and still more comparatively, weaker than elsewhere, can be made up from the other Presidencies. The business of laying dawks for travellers, instead of forming a separate branch, should be conducted in subordination to the head of the correspondence department of the Presidency Post-office.

Account and Cash Department; present mode of preparing post-office accounts.

228. It is shown in the separate memorandums, that the plan of preparing the post-office accounts in the different Presidencies is not uniform. In Bengal no accounts are prepared in the General Post-office, except those of the office itself. The cash accounts of the Mofussil Offices are furnished direct to the accountant to the Government, who prepares from them, and from the cash account of the General Post-office, a general abstract of the receipts and disbursements of the post-office for the whole Presidency, and the usual annual ledger and journal. Only a monthly memorandum of receipts and disbursements of each post-office is sent to the General Post-office; and these memorandums are entered in a register, but no use is made of them except for occasional reference, and that very rarely.

229. In Madras and Bombay the cash accounts of the Mofussil Post-offices are submttted to the General Post-office, and are there combined in one general monthly account for the whole Presidency, and submitted to the Accountant-general. The ledger and journal for the year are also prepared in the General Post-office, and an annual statement of receipts and charges is submitted by the Postmaster-general, with a brief report to Government.

230. In the North-West Provinces the post-office cash accounts are furnished to the Accountant to Government, by whom the general accounts are prepared. A copy of each cash account (without the vouchers) is also sent to the Postmaster-general, by whom an abstract of the receipts and disbursements is prepared and submitted to Government, with an annual report on the state of the department.

Proposed alteration in the mode of preparing post-office accounts.

231. It would be advisable, we think, to modify the practice of all the Presidencies. It is not expedient that the Postmaster-general, or his establishment, should be hampered with the examination and preparation of accounts, which can be as well compiled, and which in fact are already in some cases compiled, in the office of account. The cash accounts of all post-offices should be sent direct to the Accountant to Government, and a general abstract of receipts and disbursements of each year should be prepared in the Accountant's office, and furnished to the Postmaster-general, for the purpose of enabling him to submit an annual report upon the working of the department. By this plan uniformity of practice would be attained, and the work would not in any case have to be done twice over. It is not necessary for purposes of control that the Postmaster-general should be kept acquainted monthly with the receipts and disbursements of each office. A memorandum of postage realized would be sufficient.

Mode of bringing to account the postage on unpaid letters.

232. In the General Post-office of Calcutta, and throughout the North-West Provinces, it is the practice to credit in the cash account as an actual receipt all postage due on unpaid letters received at each post-office during the month, and to hold the uncollected amount in inefficient balance. In the Mofussil Post-offices of Bengal, and at Madras, the custom is to credit in the cash account only the postage actually collected on unpaid letters, and to show the amount due on undelivered letters in a memorandum at the foot. In Bombay only the actual collections are credited, but the amount due on undelivered letters is not shown at all. The practice of Madras and of the Mofussil post offices of Bengal in this respect ought to be adopted throughout India.

Erroneous mode of bringing ship and steam postage to account.

233. The accounts of the General Post-office profess to show, under distinct heads, the amount of inland, ship, banghy and steam postage collected and due on paid and unpaid letters; but, although the total amount may be correct, the details are invariably erroneous. Thus, at Calcutta, all steam-ship and inland postage on letters posted in the ship and steam department is credited in the cash account as ship-postage, and all steam and inland postage on overland letters sent *viâ* Bombay is credited as inland postage. But when the memorandum of steam-postage, due to the Bombay Presidency and to the London General Post-office, is made up at the end of the month, the whole amount of such postage is deducted in the accounts from the item of inland postage, and the result is, that the accounts show a smaller amount of inland and a much larger amount of ship postage than is actually collected. It would occasion, perhaps, needless trouble if any attempt were made to distinguish, in the accounts, between inland and ship postage due on the same letter, and, in the case of unpaid letters, it would be impossible, without giving rise to great delay in their delivery. But the accounts ought to exhibit correctly the character of the several items they contain, and for this purpose it would be advisable to reduce the entries under the head of postage to the following:

1. Postage on inland letters and newspapers.
2. Postage on inland parcels.
3. Postage on all ship and steam letters and packets.

When the steam postage comes to be deducted at the end of the month, the third item will exhibit all ship postage properly so called, and the inland postage on ship and steam letters. The peons will have no difficulty in accounting, separately, for the postage on articles delivered to them from the inland, ship and steam, and banghy departments, especially if postage be uniform, without reference to distance.

Cash-keeper and Accountant should be one and the same person.

234. The cash accounts of the Presidency Post-offices being confined to the transactions of the office itself, and those transactions being of a limited extent and very simple character, the entertainment of a separate Treasurer and a separate Accountant, and the complete separation of the departments of cash and account seem perfectly useless. The two offices should be combined in the person of an Accountant and Treasurer, whose salary, together with those of his assistant clerks,

clerks, ought not, on any account, to exceed the amount now sanctioned for the purpose at Bombay.

235. We may refer in this place to a proposal which has been made from time to time to establish a check account over the local Postmasters, either by requiring from each Postmaster monthly statements of letters dispatched to, and received from, every other post-office in India, with the paid and unpaid postage due upon the same, or by sending every chellan or letter bill, attested by the post-offices, of dispatch and receipt, to a central office of account, where each Postmaster should be debited with the postage due at his office, from which he could only discharge himself by a remittance, by the production of unclaimed letters, or by the entry of forward letters in other letter bills. Plan for general check of postage accounts.

236. In the first place, it may be observed, that the check, however imposed, must be incomplete, inasmuch as all that it can possibly prevent is the embezzlement of postage once entered in a letter bill or statement, while it is altogether ineffectual to prevent the description of fraud commonly supposed to prevail, viz. the suppression of letters for the sake of the postage, which, whenever it happens, must happen before any entry is made. And if, as we have proposed, pre-payments in money for letters be discontinued, and the amount of unpaid postage reduced to a minimum by the imposition of a double charge, the objections which have on former occasions been felt by Government to the adoption of such a plan on the ground of its disproportionate expense, would acquire additional force. Even with the help of forward offices, by means of which the number of accounts between different post-offices might be greatly reduced, the cost of one central check establishment, or of four such establishments, one at each Presidency, would in all probability exceed the highest estimate that has ever been made of the amount lost to the post-office by peculation, and the mails would continue to be loaded with much useless matter, of which it is now our object to lighten them. The best prevention of peculation is the use of postage stamps, and the adoption of a low uniform rate of postage.

237. It is necessary to premise the recommendations we have to offer for the future conduct of business in this department of the Presidency Post-offices, with a few remarks touching the light in which ordinary letters passing through the post should be regarded, and the principle upon which it is proper to treat them. Inland Letter Mail Despatch Department.

238. In times past the Indian Post-office has attempted, and professed to be able, to trace each letter from the sender to the receiver; and for that purpose an elaborate series of checks has been provided, commencing with the post-office receipt invariably given to the person who posts a letter, and ending with the receipt which (especially in the case of native letters) is frequently, but not always, taken by the delivery peon from the person to whom it is delivered. During the progress of each letter through the post it is subjected to several processes, varying not only in the differint Presidencies, but in different post-offices of the same Presidency, all tending to delay its progress, but all intended to afford the means of tracing it, as it is called, in the event of inquiry. Checks heretofore used with the view of tracing letters.

239. The practice of registering every letter in detail three times, once in English at the office of dispatch, again in English at the office of receipt, and a third time in the books of the delivery peon, used to be relied on as the only means by which the safety of letters passing through the post office would be secured. But as the number of letters increased, and the public became more urgent for their speedy delivery, the local governments have gradually authorized the discontinuance of detailed registry in English, and the practice is now confined to the delivery peon's books. Still the habit of registration, and the attachment of the native officials to a minute system of receipt and check, are so inveterate, that although the inutility of these bulky records for their professed object has been repeatedly demonstrated, and, in spite of the permission of Government to dispense with them, they are still maintained at some offices at the expense of much labour and time, either upon the plea that they afford the clerks the means of absolving themselves from any imputation of making away with a missing letter, or for the supposed purpose of checking the receipts of postage on paid letters. Detailed registry of letters.

240. In fact, no system of registration can ensure the safety of a letter, or lead to its discovery if stolen. The holder of a post-office receipt may be able to prove Registration does not ensure the safety of a letter,

or lead to its discovery if stolen.

prove that his letter was posted, and the clerk at the dispatching office may show that it was entered in the register; but if it be not entered in the register at the office of receipt, it must ever be impossible to discover, by means of the registers, whether it was lost or wilfully abstracted, whether the loss or theft of the letter took place at the office of dispatch or of receipt, and whether, if stolen, it was stolen by an officer of the post-office, or by any other person. The check in this respect would not be complete, even if a detailed list of all the letters of each dispatch were entered in the chellan, a step which never has been attempted, and which obviously could not be taken without giving rise to intolerable delay and inconvenience. Again, even though the letter should be found entered in the registers of both offices and in the peon's books, since it is found impracticable in many cases to obtain receipts from parties to whom letters are delivered, and, as such receipts (being nothing but initials or a cipher entered in the last column of a delivery book) can be readily forged or imitated, it is obvious that if a letter be stolen by a peon, his register will not afford proof of the crime, and that even if he admits the non-delivery of the letter, it must always be impossible to prove, by any evidence which the book affords, whether he lost or stole it. As a means, therefore, of insuring the safety of a letter, or its recovery, if lost, the grant of a post-office receipt, even under the system of detailed registry which used to exist, and still more now that system (of which, indeed, the receipt was a part) has been interdicted, is useless.

Practice of giving receipts for ordinary letters does not prevail except in India.

241. We are not aware that the practice of giving receipts to parties posting ordinary letters, and taking receipts from parties to whom such letters are delivered, exists in any other part of the world where there is a post-office except India. It certainly does not obtain in England, France, or the United States of America, and could not, in fact, be carried out in those countries without causing either such delay in the posting and delivery of letters, or such expense for additional establishments, as would not be tolerated. The principle there assumed, and which must guide the proceedings of every post-office through which a large number of letters pass, is, that ordinary letters are valueless, except to the parties sending and receiving them; that in the absence of a motive to destroy them, they will be safe, and that a credible complaint of the loss or non-delivery of a letter posted at one given place for dispatch to another, affords as certain a clue to awaken suspicion and inquiry, and lead to detection, as if it were supported by a post-office receipt.

242. It has been objected, however, to a discontinuance of the system of giving receipts for all letters, first, that the system affords security against the dishonesty of servants employed to post letters; and, secondly, that it affords evidence, which may be appealed to as between party and party, that a letter has been actually posted, and that its non-delivery is, at all events, not owing to the fault of the sender.

Use of post-office receipts in preventing dishonesty or neglect of private servants.

243. With regard to the first point, we would observe, that no person has a right to expect that the post-office should relieve him from the trouble of being particular as to the honesty of his servants, or rather to employ dishonest or careless servants, and expect the Government to secure him from the effects of their negligence or dishonesty. We consider the prejudice, which seems generally to be entertained against the honesty of native servants of the class usually employed to carry letters to the post, to be in a great measure unfounded, and that this prejudice is unduly encouraged and fostered by the very habit of expecting receipts and keeping a dawk-book for the purpose of recording them; but, be that as it may, although there might perhaps be no serious objection to the grant of a receipt in each case, if the number of letters passing through the post-office was so small that the practice would not occasion either expense or delay, yet, as the contrary is the case, and the whole business of the department is delayed, and the cost of establishment increased by what, to say the least, is a superfluous process, we are decidedly of opinion that no considerations arising from the supposed dishonesty or carelessness of private servants ought to prevent its immediate discontinuance.

Their use as evidence of a letter having been posted.

244. If a receipt be required for a letter as evidence of its having been posted, such evidence to be used afterwards to discharge the sender from the responsibility of sending it, we reply, that for this object, as well as for ensuring the utmost

utmost possible care in the transmission and delivery of important letters, a system of special registration, on payment of a fee, such as has been introduced in Bengal and Bombay, and is about to be adopted in the North-west Provinces, will be found amply to suffice. It is perfectly reasonable that parties who require from the post-office anything more than ordinary care and diligence in the delivery of their letters should pay for it. Special registration.

245. We therefore recommend that the system of granting receipts for ordinary covers posted at any post-office should be entirely discontinued, and that all such covers intended for transmission by post should be dropped into letter-boxes, and received in no other way.

246. The business of the letter-mail dispatch, or outward department, in the Presidency Post-offices ought then to be confined to the following steps: Proposed routine of business.

1. All stamped and unpaid covers to be dropped into letter-boxes.
2. Registered letters to be received by a clerk at the window, taxed, stamped, enclosed in a duplicate receipt, and made over to the dispatching clerk.
3. Covers to be taken out of the boxes, sorted into stamped, service and unpaid, weighed, stamped with the appropriate office stamp, and taxed.
4. Covers to be sorted into divisions, and made over to the dispatching clerk.
5. Covers to be sorted according to their destination, entered in the chellan or letter-bill, and dispatched, the entries in each letter-bill being copied into an abstract register corresponding with the chellan.

247. At the receiving-houses, stamped and unpaid letters should, in like manner, be dropped into a letter-box, which may be either carried to the General Post-office, or the letters taken out and entrusted to a messenger, according to the discretion of the Postmaster in each case; the same process may be observed at all letter-boxes which may be established in any part of the Presidency towns. Receiving-houses and letter-boxes.

At receiving-houses (where there is a clerk appointed by Government), registered letters may be received on payment of the fee, and treated in the same way as at the General Post-office.

Where letters are to be taken out of a letter-box, and sent by a peon to the General Post-office, the box should be opened in the presence of the peon, and the letters dropped into a locked bag (provided with a slit), of which the key should be kept at the General Post-office; every letter-box should have two locks, the key of one of which should be kept by the receiver or other person in charge of it, and the key of the other by the peon who is to carry the contents to the General Post-office.

The Postmaster might also authorise any of the peons, whose services could be spared for the purpose, to collect letters on payment of a fee of one anna, the letter and the fee being dropped together into a locked bag.

The number of receiving-houses should be proportioned to the wants of the public, and there should be letter-boxes at every police thana or station, at places of public resort, and at other convenient places at which respectable persons may be found willing to take charge of them.

248. The form of chellan to be used with the letter-mail should be simple and uniform throughout India. It is enough if it show the number of stamped, unpaid and service-letters and newspapers, and the postage charged upon the two latter kinds. In the present forms of chellan it is usual to enter forward and returned letters separately; but this does not appear necessary, because forward covers are charged afresh, and may be entered as unpaid, and we shall presently propose that letters hereafter refused for postage be not returned to the sender, but destroyed. The addresses of registered letters should be entered at the foot of the chellan. At the back of the chellan should be shown the number of packets or bags accompanying the mail, the places from which they come, and those for which they are intended. Form of chellan.

Special registration.

249. The system of specially registering letters, recently introduced* into the post-offices of Bengal and Bombay, which is, in fact, the English system adapted to local circumstances, ought to be generally introduced throughout the whole of India. The main features of the plan are as follows: on payment of a fee of 8 annas in addition to the postage chargeable on any letter, a printed form of receipt (of which a counterpart or check is kept in the post-office) is given to the sender; the particulars of the letter are entered in a register, and the letter itself is wrapped in a printed form of duplicate receipt, and made over to the dispatching clerk; the address of the letter is then entered at length at the foot of the chellan, and the letter itself (enclosed in its wrapper) is put into the mail-packet with the other covers, and dispatched; on the arrival of the packet at the office of receipt, the letter is delivered to the party addressed, and he is required to sign the receipt in duplicate, one-half of which is returned to the office of dispatch, and the other half kept in the office of receipt. By this means, the utmost possible care is taken in transmitting and delivering important letters in consideration of an additional payment, without, however, imposing upon the Government any responsibility in the event of their loss. We recommend the extension of this plan to the whole of India, with a reduction of the fee to 4 annas; this being, we conceive, an ample remuneration † to the post-office for the labour and expense involved in the receipt and registration of letters.

Inland Letter Mail Receipt Department; proposed routine of business.

250. The business of this department should be confined to the following steps:

1st. One or more clerks to open the packets, compare the contents with the chellan, separate the registered and forward covers, sort the rest into unpaid, stamped and service, and then attest and file the chellan.

2d. The covers to be stamped with the General Post-office stamp, bearing the date and the letters A.M. or P.M., according as they are for the morning or afternoon delivery.

3d. The covers intended for delivery at the window to be separated from the rest, and the others to be distributed to the delivery persons according to their beats.

4th. A note to be taken of the number of unpaid letters made over to the window clerk and to each peon, and of the postage due upon them; this process being completed, the registered covers should be distributed to the peons, together with the blank form of receipt to be signed by the party addressed, or his known agent or servant.

251. The forward letters should be disposed of during the day, that is, in the interval between the delivery of the inward mails and the preparation of the outward mails for dispatch; the amount of postage due on the unpaid letters received during the day should also be ascertained as soon after the delivery as possible, by adding up the amount shown in the chellans; the total, after making allowance for forward letters, ought to agree with the aggregate amount of postage due upon the unpaid letters delivered to the peons and to the window clerk; but the delivery of letters at the Presidency towns ought not to be delayed for the purpose of reconciling petty discrepancies. If ordinary care be taken in noting the postage on the letters, as they are distributed (a process which, under an uniform system of postage, will be much simplified), no discrepancies will occur.

Peons' delivery.

252. The first step towards the proper organization of a letter delivery is the division of each Presidency town into conveniently-arranged and well-defined beats; the delivery peons should all be able to read and write the vernacular language, and to decipher English addresses. Their wages ought not in any case to be less than *Rs.* 10 a month, and they should have some prospect of improved pay, dependent on good conduct and on long and faithful service. In number they should be sufficient to provide for two complete deliveries in each day; accelerator carriages should be used in every practicable instance for conveying the

* *Note.*—The number of registered letters despatched from the Calcutta General Post-office in the month of March 1851 was 120, and 138 were received. In January 1851 the number registered at the Bombay General Post-office was 64, and at out-station post-offices 15.

† *Note.*—The registration-fee in the United Kingdom is sixpence.

the peons of distant beats to their destinations, and this not only with a view to expedite delivery, but for the purpose of performing the work with a smaller number of peons; the description of carriage must depend on local circumstances.

253. A window delivery, such as exists generally at Bombay, and for steamer and overland letters at Madras, ought to be established at each Presidency Post-office, whereby all persons signifying their desire to the postmaster may, by sending to the post-office, obtain their letters from a clerk at the window, instead of being compelled, as at present, to receive them from one or other of the delivery peons; by this arrangement, of which at ordinary times the merchants in the vicinity of the General Post-office, and on the arrival of the steamer and overland mails nearly the whole European community, will probably be disposed to avail themselves, the delivery peons will be relieved of a considerable amount of the labour now imposed on them, and a larger proportion of them may be employed in distributing letters in the native portions of the Presidency towns. Window delivery.

254. The peons shall be obliged to account daily for the postage on all unpaid letters made over to them, either by paying the collected postage into the treasury, or producing the undelivered letters upon which postage is still due; where the system of agency cheques has been introduced, that is, where parties are allowed to deposit a sum of money at the post-office, and to run up a bill for postage due on covers either received or posted until the credit is exhausted, such a practice should be immediately discontinued and strictly prohibited for the future; it is extremely objectionable that the post-office should keep accounts for the convenience of private parties; and the window delivery will be found to afford every facility for the delivery of letters which can reasonably be expected. Peons' accounts.

255. With regard to letters and newspapers refused for payment of postage, we recommend that they be no longer returned to the sender for the recovery of the postage, but destroyed. By far the greater proportion of refused letters are native letters; and on these, owing partly to the custom common among natives, of writing letters without signatures, partly to the paucity of Hindoo and Mahomedan names, and to the great number of persons who bear them, and generally to the difficulty of finding a native whose place of residence is not expressly indicated, it is found practically impossible to recover the postage; the consequence of this has been that in some offices the practice of returning native refused letters to the senders has fallen entirely into disuse, and in others the very objectionable and irregular practice of requiring every sender of a native letter to write his name and address on the back of it, has been resorted to. Under an uniform low rate of postage, charged double on unpaid letters, it may be expected that the number of such letters will greatly diminish, and it seems certain that the trouble and expense of sending back those which may be refused will be far greater than the chance of receiving a low rate of postage on a very small proportion of them would warrant; besides, it is not fair to subject Europeans to the operation of a rule from which natives are practically exempt. We have shown that the cost of conveying a newspaper from one place to another is much in excess of the postage realised upon it; it cannot therefore be worth while to return by post those which are refused for payment. Refused letters.

256. A list of unclaimed letters should be made out daily, and exposed for at least a fortnight in a most conspicuous part of the post-office, where it may readily be seen by parties coming to post or receive letters. The periodical publication in the official gazettes of unclaimed letters addressed in any European language should be continued, because it is found in practice to answer its object; but the similar publication of unclaimed letters addressed in the native languages is found to be useless, and we therefore recommend that it be no longer insisted on. In other respects the present practice of treating unclaimed letters is unobjectionable. Unclaimed letters.

257. So far as respects the receipt and delivery of letters and other covers in this department, the observations we have submitted in regard to the practice of the inland departments of dispatch and receipt, are precisely applicable. The arrangements we propose for the future charge of postage on steamer covers have already been detailed at length in previous paragraphs of this Report. Ship and Steam Department.

258. The mode in which the steam accounts with Her Majesty's Postmaster-general Steam accounts.

general are kept, will be found in detail in our separate memorandums; but on this point we desire to make the following suggestions.

259. The steam accounts are of two kinds: first, those which are kept between the Postmasters-general of the Presidency towns of Calcutta, Madras and Bombay on the one hand, and Her Majesty's Postmaster-general on the other; and, second, those which are kept between the Postmasters-general of the Presidency towns and the inland post-offices to which steamer letters are forwarded from those towns respectively, and from which they are received.

Between India and England.

260. Of the first description of account we are, perhaps, hardly authorized to treat, as the form of them is prescribed by Her Majesty's Postmaster-general; and so long as all steam postage on letters received in or dispatched from India is considered to belong to the Post-office of the United Kingdom, it must be accounted for in such manner as Her Majesty's Postmaster-general may direct.

261. But we think that the necessity for having any steam account at all between the Indian and English post-offices might be completely and unobjectionably got rid of by simply taking all postage realised in India on account of the East India Company, and compounding for the same to the London General Post-office on an average calculation of the amount accounted for in the preceding year, either by an addition to the East India Company's portion of the contract payment to the Peninsular and Oriental Steam Navigation Company, or in any other way that might be determined on. This would be to put an end, by a very simple arrangement, to the present anomaly of collecting postage in India on account of the London General Post-office, and maintaining an expensive establishment for the purpose, at the charge of the East India Company. It would also obviate the necessity of keeping these voluminous accounts, and save a great deal of needless trouble and expense both in England and India. If pre-payment of steam postage were made compulsory in all cases (except where conventions between the London General Post-office and foreign continental powers might render it impracticable), the arrangement above proposed between the East India Company and Her Majesty's Government would be rendered still easier of accomplishment; but we are not aware that there is any serious obstacle to it even under the present mode of charging steam postage.

262. It has also been suggested, that the steam accounts between India and England might be got rid of by supplying English shilling postage stamps to India for sale to the public, compelling the public to use them in pre-payment of steam postage, and putting a stop to the optional system of steam postage in England. This plan would certainly answer the purpose; but it would render stamp accounts necessary in the place of steam accounts, and would still leave untouched the objection that steam postage should be collected by the Government of India on account of the London General Post-office, at considerable expense and trouble, and without any remuneration. We prefer the plan of compounding for the postage by a fixed payment, and trust that it may be adopted.

Between the Presidency and Mofussil offices.

263. With regard to the second description of accounts, there can be no doubt that if the present system of keeping them is maintained, they ought to be prepared in Bengal with the same punctuality and correctness that they are at Madras and Bombay, and in the North-west Provinces. The difficulties in the way of their preparation appear to be hardly so great as the accountant and postmaster-general of Bengal suppose, nor can any increase of establishment be necessary to perform that which is done by two of the clerks on the limited establishment of the Postmaster-general of the North-west Provinces, and by the same number of clerks at Bombay, in addition to other duties.

264. But we are of opinion that the whole system is useless, either as a check upon postage receipts, or for any other purpose, and that it gives rise to an enormous amount of unprofitable public correspondence, loading the mails, and occupying the time of clerks, who might otherwise be employed more usefully, or discharged. The London General Post-office holds the Indian Postmasters-general responsible for the steam postage on all paid letters dispatched from India, and on all unpaid letters received in India, allowance being made only for letters returned, or forwarded by sea to another port, and for the postage on letters passing to and from places to the eastward of India. Now the Indian Government is held responsible, according to the amount shown in the letter bills, for the postage on all

all unpaid letters, except those that are returned or forwarded, whether such postage is collected or not; for although it has hitherto been the practice only to remit actual collections of steam postage as shown in the cash accounts, and a balance of 2,592 *l.* 19 *s.* 0½ *d.* (rather more than three months' postage) has been allowed to accumulate against the Indian Post-office in Bengal alone, up to the 5th July 1850, yet there is no doubt that the whole will have to be made good eventually, whether its actual realisation can be accounted for or not. We therefore see no reason why the steam postage realised on paid letters dispatched and shown by the letter bills to be due on unpaid letters received, should not be remitted quarterly to Her Majesty's Government, without reference to actual realisations, deducting only the postage on letters returned to London, or forwarded by sea to any port not in India. The postage on steamer letters would then be collected exactly in the same way as postage on ship letters, and might appear under a separate head in the accounts, though the supposed check over its realisation were entirely removed.

265. It may be urged, that as the East India Company have to be answerable for the steam postage on unpaid letters received in India, it is necessary that its actual realisation should be accurately ascertained; but it is a sufficient answer to this to say, first, that no such check upon the far larger amount of postage due on inland letters, is attempted or thought practicable; and, secondly, that the check over the collection of the comparatively small amount of steam postage must necessarily be inoperative, as any deficiency can always be made good from the larger amount of inland postage which is not susceptible of any check. A postmaster, pressed by the Postmaster-general or Accountant to account for the steam postage of a letter which he cannot trace, is reduced to the alternative of either paying the amount himself, or transferring it from the unchecked receipts of inland postage in which he would have little difficulty in persuading himself that it must have been mixed up.

266. We therefore recommend that these steam accounts, as between the postmasters of the Presidency towns and the inland post-offices, be discontinued, and, unless the composition suggested above in the 102d paragraph be allowed to take effect, that the amount of postage due to Her Majesty's Government, as shown by the corrected letter bills, be remitted quarterly, less the postage on returned and forward letters and the regulated allowance on letters and newspapers passing to and from ports to the eastward.

Re-direction of steamer letters.

267. One principal source of delay, both in the delivery of steamer letters at the Presidency towns and in the dispatch of the forward letters, is the general ignorance that prevails in the United Kingdom as to the proper mode of directing letters to places in India, and the neglect of persons in India to make their correspondents in Europe acquainted with their change of residence. A very large proportion of letters, intended for persons residing in the interior, bear upon them nothing but the name of the Presidency or the Presidency town, and many are directed to stations in the interior which the party addressed has long since left. The post-office undertakes to re-direct all such letters, with or without instructions, to the proper station; and, as might be expected, the public take advantage of the accommodation to impose on the post-office much of the trouble which they ought to take themselves.

268. On the arrival of a steamer mail, the first step, after the boxes are opened, is to separate the covers intended for delivery in the Presidency town, from the rest. This process occupies much more time than it would if the covers were properly directed; and, in spite of the utmost possible care, it frequently happens that some covers which ought to have been made "forward," are given for delivery in the Presidency town, while others intended for the Presidency town are made "forward." In either case, the delivery of such letters at their eventual destination may be, and frequently is, delayed 24 hours.

269. Then comes the re-direction of forward letters. Each letter is taken separately, compared not only with the book of instructions kept at the General Post-office, but with the latest edition of one of the directories published at the Presidency, and re-directed at the discretion of the clerk through whose hands it passes. At Calcutta this process occupies twelve clerks for about eight hours.

270. The only practical suggestion we can offer for the removal, or rather the mitigation

mitigation of this inconvenience, is, that a correct list of Indian post towns, with the name of the Presidency town by which letters addressed to each post town are to be sent, should be prepared and transmitted to England for publication in the General Post-office Directory, and that Her Majesty's Postmaster-general should be requested to call the attention of the public to this list, and require them to direct their Indian letters accordingly. If this were done, the covers intended for delivery in the Presidency towns might even be separated from the forward letters in the Post-office of the United Kingdom, previous to dispatch.

271. All instructions for the disposal of letters, however intricate they may be, are received and acted on at the post-office. Thus, a person may direct that his letters are to be sent up to a certain date to one place, to another date to a second, and so on to a third, fourth, &c., *ad infinitum*, while at the same time he may desire that all letters addressed to the members of his family are to be sent to some other place or places. This, we think, is an abuse of a privilege the existence of which is only justified by the peculiar circumstances of the country, and we are disposed to recommend that the post-office be prohibited from acting upon any instructions for forwarding covers addressed to any one individual to more than one place, and that a fresh instruction be required for every change of address. A rule of this kind, added to the charge of an additional postage on re-directed letters, would probably have the effect of diminishing the evil.

Sorting-office on board steamers.

272. It has been suggested on more than one occasion that the establishment of a sorting-office on board the mail-steamers would be a ready and proper mode of preparing the mails for delivery and dispatch immediately on their arrival. The expense of such a plan would, however, be more than commensurate with the objects to be gained, and it would not be practicable, we think, to carry it out consistently with the security of the correspondence.

Banghy Department.

273. On this subject we have nothing to add to the suggestions contained in our separate memorandums, further than that the detailed register of parcels received may be discontinued, since the duplicate chellans, in which a similar detail is entered, are filed in the office.

Proposed changes in the general management of the post-office.

274. Having now disposed of all matters that seem to us to require notice, as connected specially with the conduct of business at the Presidency Post-offices, we proceed to indicate the changes which it appears advisable to adopt in the general management of the department throughout India.

Transfer of post-offices to Bombay.

275. With a view to a more equal distribution of business* among the several Postmasters-general, and, for the other reasons given in the memorandums prepared by the Bengal and Bombay Commissioners, we recommend that the following post-offices, and the lines of road connected with them, be transferred to Bombay:

From Bengal, the Nagpore and Kamptee Post-offices.

From the North-west Provinces, the Indore, Neemuch, Erinpoora and Kotah Post-offices, with their subordinate offices.

From Madras, the Jaulnah Post-office.

We also recommend that the post-offices in Scinde be placed under the Bombay Postmaster-general. At present they are under the control of the local Commissioner.

Plan of post-office management.

Bengal and Bombay.

276. The question as to the machinery by which the post-offices in the interior can best be managed is one upon which we have not been able to come to an unanimous opinion. Our views will be found recorded in the separate memorandums to which we beg to refer. The Bengal and Bombay Commissioners are in favour of a plan for disconnecting the post-office from all other departments, and placing it under the management of officers engaged in no other duties; the present post-office clerks being made (except in special cases) postmasters, or rather deputy postmasters, in name, as they are now in reality, and subjected to the constant

* The number of post-offices in each Presidency is as follows:

Bengal	144
North-west Provinces	196
Madras	132
Bombay	61
TOTAL	533

constant supervision of an inspecting postmaster, whose duty it should be to move from place to place within a given circle as frequently as possible. The Madras Commissioner, on the other hand, proposes to place the post-offices in each district under the special charge of a junior civil officer in the Revenue Department. It is needless here to recapitulate the grounds upon which either plan is recommended. We may remark, however, that the point is one of primary importance, and that on its right determination must depend in a great degree the successful administration of the department.

Madras.

277. The Bengal and Bombay Commissioners agree in thinking that if the plan which they advocate be carried out, the inspecting postmasters should receive fixed salaries of not less than *Rs.* 100 or more than *Rs.* 200 a month, with an allowance of *Rs.* 5 a day when actually travelling, and a further allowance not exceeding *Rs.* 50 a month, to be dependent on and regulated according to the average rate of travelling accomplished during each month in their respective circles. They should be appointed and promoted by the Postmaster-general, subject to the sanction of higher authority. Under the same plan, the deputy postmasters in charge of post-offices, and all their subordinate clerks, should be classed, with salaries graduated according to the importance of their duties, and should be appointed and promoted by the Postmaster-general, who might be guided in each instance, at his discretion, by the recommendation of the inspecting postmasters. A graduated scale of salaries, combined with a general system of promotion, whereby the native functionaries of the post-office might look for the reward of faithful service in advancement to higher situations, beyond the offices in which they are actually employed, seems the best way of securing the employment of respectable men in the department, and of encouraging good conduct among those already employed in it. Whatever insecurity there may now be in the Post-office is to be attributed chiefly to the circumstance that the native officers connected with it are inadequately paid, and without hope of improving their position by an honest discharge of duty.

Rate of travelling and mode of conveyance. Bengal.

278. Out of 7,016¾ miles over which the dâk travels in the lower Provinces of Bengal, it is carried by Government establishments on 6,247¾ miles, and by contract on 769 miles. The Government establishment includes both foot-runners and boats; the former are exclusively employed on 4,992¾ miles of road, and the latter convey the mails for 976 miles, there being 279 miles on which runners are employed in the dry season, and boats in the rains. The average rate of speed attained by the runners is 4 miles 6 furlongs and 30 poles an hour in the dry weather, and 3 miles 7 furlongs and 27 poles an hour in the rains; but these rates vary from 6 miles 3 furlongs and 20 poles on the Bombay road between Midnapore and Kamerara, to 1 mile and 1 furlong between Bogra and Jamalpore. The boats proceed at the same average rate of speed in all seasons, and do not generally attain a higher rate than 1 mile and 4 furlongs an hour, except when proceeding down stream. The average annual cost per mile, where runners are employed, is *Rs.* 21. 13. 2., except on the road between Calcutta and Kedgeree, where a special establishment is kept up for the receipt of ship and harbour letters, and for the conveyance of the after packets for the monthly steamers. The average annual expense of conveyance by boats is *Rs.* 10. 4. 8. a mile. For a distance of 419 miles along the Grand Trunk Road the mail is carried in a cart, which travels in the dry weather at the rate of 7 miles 7 furlongs and 14 poles an hour, and 5 miles 5 furlongs and 28 poles in the rains, and at an average annual cost per mile of *Rs.* 145. 5. 6. Horses are used for the service of the mail only on the Bombay road between Sumbulpore and Nagpore. In the dry weather they maintain an average speed of 6 miles 6 furlongs and 33 poles an hour, and of 4 miles 5 furlongs and 6 poles in the rains, the average cost per mile being *Rs.* 120. 5. 5. per annum.

North-western Provinces.

279. In the North-western Provinces the mail is carried entirely by foot-runners and in carts. Mr. Riddell says: "The mail is not carried on horseback on any road under my superintendence. Runners have on the main lines been superseded by mail carts; and I am of opinion that, except in a rocky or hilly country, carts will generally be found to succeed better than saddle-horses. Where mail carts cannot be used, I believe runners, if placed at short distances not exceeding four miles, will carry the mails more regularly than saddle-horses, and with nearly equal speed." There are 11,411 miles of post-road in these provinces.

vinces. On 10,343½ miles, the mail is carried by foot-runners at an average speed of 4 miles 2 furlongs and 3 poles in the dry season, and 4 miles 2 furlongs and 15 poles in the rains. A Government establishment of mail-carts is kept up for 838½* miles, which, on the metalled roads, average 10 miles 6 furlongs and 9 poles, and 9 miles 5 furlongs and 2 poles an hour, in the dry and wet season respectively. On 1,132 miles of unmetalled road the mails are carried on carts by contract, at an average rate of 6 miles 4 furlongs in the dry season, and 4 miles 6 furlongs 17 poles in the rains; and on 97 miles of metalled road the mails are carried by contract in four-wheeled carriages. The average annual cost per mile of the Government establishment is, *Rs.* 171. 1.; of the contract mail-carts, *Rs.* 181. 13. 1.; and of the contract carriages (which also carry passengers), *Rs.* 47. 9. 4.

Madras.

280. In Madras, the dawk lines extend over 8,440 miles, and no other means exist for conveying the mail than foot-runners in the pay of Government. The average speed maintained over the whole Presidency is 4 miles 2 furlongs 34 poles an hour; in some parts of the country the average is as high as 5 miles 1 furlong 9 poles, and in others (as in the Hydrabad country) it is as low as 3 miles 4 furlongs 15 poles an hour. The rates of speed in the dry and wet seasons cannot be separately shown, as for other parts of India, because the Presidency embraces both coasts of the Peninsula, and receives, consequently, both monsoons, the dry season on the east coast being the wet season on the west, and *vice versâ*. The average cost per mile of conveying the mail is *Rs.* 26. 12. 5.

Bombay.

281. In the Bombay Presidency there are altogether 4,744 miles of dâk line, of which 3,926 are under the control of the Postmaster-general, and 818 miles in Scinde are in charge of the Commissioner for that Province. The mail is carried by carts, or on horseback, over 982 miles on the roads to Calcutta and Agra. In the lines under the Postmaster-general's control, the cart and horse dâks maintain an average speed of 6 miles 5 furlongs 9 poles an hour in the dry weather, and of 6 miles 2 furlongs 36 poles in the rains, while in Scinde the travelling rate is only 5 miles an hour in fair weather, and 4 miles 5 furlongs 13 poles in the monsoon. The annual average cost per mile of the lines of horse dâk under the General Post-office, and on which relays of horses are required to be kept up at each stage for the conveyance of the overland mails, is *Rs.* 132, and in Scinde, *Rs.* 22. 8. Of the whole distance travelled by foot-runners, 2,175 miles are worked by the Government establishments, and over 1,567 miles the contract system is in force. The rate of travelling is much in favour of the latter system, under which it attains an average speed of 5 miles 6 furlongs 30 poles an hour, while the average of the Government runners is only 4 miles 1 furlong 27 poles.

282. We need not here enter more particularly into the state of the communications throughout India, or of the measures necessary for their improvement and extension. On this subject we beg to refer to our separate memorandums in the Appendix. We may, however, observe generally, that the Government, enjoying a monopoly of post-office communication, is bound to adopt more rapid means of transit than foot-runners wherever the state of the roads renders it practicable, and the extent of correspondence is enough to justify the outlay.

Manual of Instructions to Postmasters.

283. For the guidance of the postmasters in the North-west Provinces, besides the acts of Government and the rules for the management of the Post-office Department, passed on the 30th August 1837, there is a Manual of Instructions prepared by the late Postmaster-general, Dr. Ranken, in 1845, and the circulars since issued by him and his successors. In Bengal, Madras and Bombay there is no such manual; the postmasters have nothing to guide them but the Acts, the regulations of the department, and a voluminous mass of circulars issued from the General Post-office since 1837.

284. At most of the subordinate post-offices business is conducted without any written

* Metalled - - - - - - - - -	631½
Unmetalled - - - - - - - - -	207
	838½

written instructions, except a few orders in the native languages issued from time to time by the postmasters, but not regularly filed, and hence very imperfect. The clerks in these offices have nothing but practice to guide them, and it need hardly be added that their practice is frequently erroneous.

285. With a view to supply these defects, and to ensure as far as possible uniformity of practice in the department at all the Presidencies, we recommend that a manual of instructions to Postmasters throughout the whole of India be prepared under the immediate authority of the Government of India, and a revised edition issued at intervals of five years, embodying all regulations and orders intermediately passed, omitting those which have been annulled or have become obsolete. This manual should be translated into the principal vernacular languages, and a copy furnished to every Postmaster and Deputy Postmaster throughout the country.

286. The recommendations we have already submitted for simplifying the routine of business at the General Post-offices, are applicable, *mutatis mutandis*, to the post-offices in the interior. All ordinary covers should be dropped into locked letter-boxes, and no receipts given for them. The boxes should not be opened until the time of making up the packets for despatch. The covers should then be sorted, stamped, charged, entered in the chellan and abstract register, and packed. The chellan should be single, and not in duplicate. The form of the chellan should be the same as that for the General Post-offices, and should contain a detail of paid, unpaid and service letters and newspapers, but without distinction of "forward" and "returned." Registered letters should be received by a post-office clerk, and treated precisely in the manner already explained. Receiving-houses and letter boxes should be opened at the discretion of the Postmaster-general at all post towns, wherever they would be likely to conduce to the convenience of the public; and all police thannas in large towns might very properly be made use of for this purpose, the letters received every day being taken out at a certain hour by the officer on duty at the thanna, and sent either in a locked bag or in a sealed packet to the post-office. **Practice of despatch and receipt of letters at Mofussil offices. Despatch.**

287. On the arrival of mails, the packets should be opened by the Deputy Postmaster (who should be required in all cases to reside at the post-office), the contents compared with the chellan, the registered and forward covers separated, and the others sorted first into paid (*i. e.* stamped), unpaid and service, and, again, according to the beats of delivery (where peons are employed), and delivery at the window. A note should then be taken of the number and postage of unpaid letters made over to each peon, and reserved for delivery at the post-office. The registered letters should then be distributed in like manner, and the delivery commence without further delay. The delivery peons should not be allowed under any circumstances to keep a list of the letters made over to them, and the rule which prohibits delivery of letters either by them or at the post-office, except on payment of the postage, should be strictly and severely enforced. The practice of keeping accounts of postage between the post-office or any of its officers and private individuals ought not, in any shape or under any pretence, to be permitted. **Receipt.**

288. The forward letters, including those intended for transmission through the district dâk, should be disposed of immediately after the rest have been distributed for delivery. **Forward letters.**

289. No abstract register of ordinary covers received at any post-office is necessary. The chellans of each day, if correct, should be carefully filed in the office of receipt, instead of being returned to the office of dispatch. Those only which are found to be incorrect should be returned, a copy being kept on the file. This remark applies also to chellans received at the General Post-office. **Chellans.**

290. It has heretofore been the practice, in some of the Presidencies, to prepare duplicate chellans in the office of dispatch, one of which is kept in the office of receipt, and the other returned by way of acknowledgment. Where the duplicate chellan has been discontinued, it has been the invariable practice to return the single chellan to the office of dispatch as a check against fraud in the office of receipt. We are of opinion that this practice is not only useless for its professed object, but is open to serious objection, first, as increasing the weight of the mails and the number of packets, and, secondly, as affording an opportunity of sending

free by the post, under the cloak of returned chellans, articles which ought to be charged with postage.

291. Chellans sent from each post-office to every other post-office ought to be consecutively numbered, and if, on the arrival of a packet, the contents do not exactly correspond with the entry in the chellan, or if the number of the chellan does not immediately follow that of the last chellan received from the same place, intimation of the same ought to be given by return of post to the dispatching office. The non-return of a chellan from any given post-office, or the absence of any communication as above, should be taken as a sufficient indication of the safe arrival of all packets dispatched to that office. In the event of any future investigation, the abstract register of the dispatching office, being, in fact, a copy of the chellans, would afford as good evidence of the contents of a packet and of any fraud in the receiving-office as if the chellans themselves had been returned.

292. The extent to which the mails are burdened by the needless return of mail chellans, and the little apprehension that need be felt at the consequences of discontinuing the practice, may be gathered from the following extract of a letter from Dr. G. Paton, the Postmaster of Allygurh:

Dr. Paton's opinion.

"It appears to me there is little or no advantage in returning the chellans to the dispatching office, provided they be kept carefully in the receiving-office, as, for the purpose of check in the realisation of the proper amount of postage, the chellans would be forthcoming, as at present, whenever called for by the Postmaster-general. The receipt of the mail could also be easily traced from the office of dispatch to the office of receipt by means of the transit chellans. By not returning the mail chellans to the offices of dispatch, I would estimate that in these Provinces there would be a diminution of about one-third* of the number of mail packets daily in transit to and from the various post-offices, as that is about the average proportion of packets simply containing return chellans. By the existing rules they are returned within three days after receipt by every office; hence the high average of packets simply containing return chellans; and as a fresh chellan has to be sent with it to the office of dispatch, there is thus a multiplication of useless and unnecessary labour, not only in making up packets in every office, but also in registering and assorting them from office to office in the course of their transit to their destination. As there would be a diminution of about one-third of the number of mail packets, there would probably be a saving of one-third of the time now required for receiving, registering and assorting the mails in their transit through the post-office. The combination of advantages attending the discontinuance of the practice of returning mail chellans thus appears so great, while I know of no real disadvantage, I should be glad to see the practice discontinued immediately; I am of opinion, however, that the abstract register of the contents of the chellans should be continued as at present in these Provinces. The register merely exhibits the aggregate number, weight and postage on letters received from each office. Little or no time is necessary for registering letters in the abstract, and it is absolutely necessary to have a register accurately prepared for the purpose of showing the net amount of postage received daily and finally by the month on each class of letters."

Opinion of the Postmaster-general North-west Provinces.

293. It is, however, proper to add, that the Postmaster-general of the North-west Provinces has expressed an opinion at direct variance with the conclusion to which we have arrived. He seems to think that the return of the chellans is necessary as a check in the embezzlement of bearing postage; but if this objection have any force, which we do not think is the case, it will be almost entirely removed if the transmission of unpaid letters be discouraged by a double charge of postage.

Refused and unclaimed letters.

294. Refused and unclaimed covers should be treated precisely the same as in the General Post-offices.

295. The

* *Note.*—Captain Hart, late Postmaster in the Deccan, states, that the number of return chellans contained in each mail-bag is two-thirds of the entire number of packets, and that as they are very small, they are liable to be lost by being shaken out of the bag, and afford a ready excuse in accounting for a missing packet.

295. The system of transit bags * in force in the North-west Provinces, contributes greatly to simplify the business of the Post-office, and to ensure the speedy and accurate dispatch of packets (especially those which are sent by cross-roads) to their destination. In Madras and Bombay all packets are sent loose in the wallet. In the Lower Provinces of Bengal, the custom is to enclose the packets for distant stations in those sent to stations which are nearer, and the consequence of this practice is, that as postmasters are prohibited from detaining a mail in transit, a great number of these inside packets, as they are called, are detained for 24 hours at one or more post-offices, between the offices of dispatch and receipt. The object of the arrangement appears originally to have been to reduce the number of loose packets in transit, and diminish the chance of their loss; but to such an extent is it abused, that in some offices all packets to other Mofussil stations are sent inside the packet addressed to the nearest station; this is partly owing to the ignorance of post-office clerks, who have never received instructions as to the mode in which letters for each station are to be dispatched, and partly to their desire to be absolved from responsibility as soon as possible, by the return of the chellan from the nearest post-office, instead of having to wait for the chellans from every distant post-office to which the inside packets may be addressed. The use of transit bags is the only remedy for this evil, and it should be incumbent upon the Postmasters-general to provide each post-office with transit statements, showing the mode in which packets to every other post-office are to be dispatched. A specimen transit statement† will be found in the Appendix.

296. A plan has recently been introduced into the North-west Provinces, and partially extended, at the recommendation of Mr. Riddell, to the other Presidencies, whereby all letters sent from the post-offices of one Presidency to any post-office in another, instead of being made up into separate packets, are forwarded in one packet to a post-office on the frontier, and there sorted and forwarded to their several destinations, with the letters of the forward office; thus Benares has been constituted the sorting-office between the North-west Provinces and Bengal, and Indore between the North-west Provinces and Bombay. The principle has been still further carried out in the North-west Provinces by making Lahore the sorting-office for the Punjaub, and Jullunder for the subordinate post-offices in the Dooab of that name. The effect of this simple contrivance in reducing the weight of the mails, and the number of packets, may be easily imagined: supposing that from each of 50 stations in the North-west Provinces, five letters are sent in one day to different stations in Bengal, and one letter to Benares, the number of packets to be made up, if there were no intermediate sorting-office, would be 300, each having to be entered in one or more transit chellans, and on the back of one or more letter chellans; but on Benares being made a sorting-office, 250 of these packets are immediately dispensed with, the five letters from each office being sent as forward letters inside the Benares packet. The number of packets sent forward from Benares is also diminished, because all letters addressed to the same station are contained in one, instead of in several packets. The mails have to be detained at the sorting-offices a few minutes longer than would otherwise be necessary, but this is a very inconsiderable drawback compared with the advantage gained by reducing the number of the packets, and the weight of the mails. The only practical inconvenience which now attends the arrangement is, that the unpaid letters in packets sent to and from sorting-offices are charged with postage at different rates according to distance, whereby the calculation of the postage due on the contents of each packet gives some additional trouble; but this inconvenience will disappear entirely with the adoption of an uniform rate Sorting-office

* *Note.*—Transit bags are used to save the trouble of registering and invoicing articles at as many stations as possible between the posting and delivering offices.

Supposing 10 stations in a line, numbered according to their relative positions, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and that six packets or parcels are received or made up at the office No. 1 for Nos. 8, 9 and 10, two of them for each place, the whole will be sent in a bag marked "Transit" to No. 8. Labour and time are thus saved at six out of the 10 offices.

Transit bags must be immediately opened, and their contents for stations in advance forwarded without delay.

Every transit bag received is to be immediately returned to the office which it comes from, with packets in it if they are ready: otherwise it is to go back empty.

A fine of two annas is levied for every day's detention, and if the bag is lost, the value of it must be paid by the party failing to account for its disappearance.

† Appendix (A.), No. 68.

rate of postage. The Postmasters-general should be required to adopt the system wherever it is found practicable. The post-offices of the Presidency towns ought certainly to be made sorting-offices for all letters passing through them from one Mofussil Post-office to another.

Missing and mis-sent letters.

297. Perhaps the most common cause of complaint against the Post-office, is the frequency with which letters and packets are mis-sent, and the delay that occurs before such letters reach their destination. The number of inquiries after mis-sent letters at the Calcutta General Post-office is said to be very frequent, but a return of them could not be furnished. No effectual measures are taken for the prevention of these and similar irregularities, except in the North-west Provinces, where a self-acting system of fines has been adopted and sanctioned by Government, under which post-office establishments are fined according to a fixed scale, for every act of mismanagement productive of injury to the public, and the fines paid to those who detect the errors. Each postmaster submits a quarterly bill of fines due from other post-offices for the sanction of the Postmaster-general. The plan is said by the Postmaster-general to be very useful in checking minor irregularities, and the proportion of letters mis-sent is less than it was when the payment of fines was not rigidly enforced. The number of fines against any given office is found to be a fair criterion of its state, and of the efficiency of the officer at the head of it.

Fines.

298. Mr. Riddell recommends the introduction of the system into the other Presidencies, but he does not recommend that officers in one Presidency should be allowed to claim fines from those in another, except in the case of the frontier offices. If the plan of sorting-offices be fully carried out, it is scarcely possible that irregularities committed in one Presidency could be discovered except at the frontier office of another; but whether or not, we foresee no difficulty in allowing a postmaster of one Presidency to submit a quarterly bill of fines against the postmasters of another, to the Postmaster-general to whom the latter are subject, and we accordingly recommend the adoption of the system, as it now exists in the North-west Provinces, throughout the whole of India.

Publicity to be given to Post-office notifications.

299. Greater publicity should be given to all Post-office notifications and orders containing matters of interest to the public: such notifications and orders are now published only in the official English Gazette, and, unless copied gratuitously into the newspapers, are seen by none but a few of the English civil and military officers of Government. Circulars of the same kind, addressed to postmasters in the interior, are filed in the post-office, and seen by none but the postmaster and his establishment. Excepting in Madras, where the practice is more regular, it is very rarely that their contents are communicated even to the clerks in charge of the subordinate offices, and instances have been brought to notice in which such persons have been furnished with no other guide as to the rate of postage to be charged on letters sent to a particular post-office, than the tax-mark on letters received from thence. We think that all Post-office notifications on matters of interest to the public, such, for instance, as the establishment of new post-offices, or any change in the rates of postage, should be published not only in the Government Gazettes, but in at least one English and native newspaper of the largest circulation at the Presidencies, and by hand-bills in the English and native languages, to be affixed in some conspicuous part of every post-office, and circulated in all post towns.

Addresses of native letters.
Persian.
Hindoostanee.
Nagree.
Mahajunee.
Bengali.
Burmese.
Ooriyah.
Arabic.
Malay.
Chinese.
Teloogoo.
Tamul.
Canarese.
Malyalum.
Mahratta.

300. There is a remarkable circumstance connected with the Post-office in India which must ever act as a bar to the attainment of the same degree of celerity in the dispatch of business which distinguishes the department in the United Kingdom; we allude to the great diversity of languages and written characters in India, and the difficulty of finding persons capable of deciphering them. A list of Eastern languages, in which the addresses of letters passing through the Indian Post-office are commonly written, is given in the margin, and to these are to be added the languages of the several countries of Europe; this evil is greatly aggravated by the custom, common among all natives of India (and in former times not unknown in European countries), of writing on the covers not only the name and address of the person written to, but several titles of courtesy, prayers to the Deity for the safe arrival of the letter and the prosperity of the reader, and various other matters. A literal translation of the addresses of 20 native letters, taken at random from the Calcutta General Post-office, is appended,

appended,* and will give some idea of the extent to which the business of the Post-office is retarded by this needless prolixity. It may be impossible to put a stop to this custom by any positive rule, but much can be done to mitigate it, by explaining to the native public the inconvenience to which it gives rise, by recommending them to adopt a simpler style, and by exposing at each post-office, for their guidance, a form of direction in the current vernacular languages of the place.

Guzeratee. Sindee. Cingalese.

Cross lines of postal communication.

301. Complaint is made by the native community in some parts of India, that the chief lines of postal communication on which letters are carried with the greatest speed, and subjected to the least detention, are laid down with reference to the convenience of the Government and of the European community, and that the native correspondence on the principal lines of internal traffic is subject to all the delays incidental to cross posts. There can be no doubt that the establishment of a rapid postal communication on any given line, tends to retard the transit of mails from one side of the line to the other, and though on the whole the advantage of the arrangement may outweigh the inconvenience it causes, yet, if the correspondence on any transverse line is extensive enough to warrant the establishment of a cross post independent of the main line, this means of alleviating the evil in particular cases ought not to be neglected.

District posts in Presidency towns.

302. The subject of providing in the Presidency towns better means than now exist for the receipt of letters for local delivery, by the establishment of a district post, has been referred to in our separate Reports. The practicability of such an arrangement, and probability of its being found remunerative, must depend entirely upon local circumstances; but the benefit which the residents in London and its vicinity derive from an institution of this kind, and the enormous and still increasing extent to which it is resorted to, are facts which demand the attention of the Government, and seem to warrant a fair trial of the experiment in one or other of the chief commercial cities of India on a favourable opportunity.

Money orders.

303. The great convenience which the public have derived in England from the establishment of money order offices in connexion with the post, led us to consider how far the institution was suited to India, and whether it was one which we could recommend the Government to establish. In all the changes we have proposed, one chief aim has been to remove from the department both the temptation and the power to defraud, and, as far as possible, to prevent money passing through the Post-office, and this aim would be much defeated if each post-office were constituted a money order office.

304. Remittances of small sums, such as a system of money orders is intended to provide for, are generally made from the Presidency towns to the interior, and consist of the savings of persons in service sent for the support of the members of their families remaining in their native villages; and as the Government are now, in many instances, obliged to send large sums in specie from the Presidency towns to meet demands on local treasuries, this inconvenience would be aggravated by the encouragement of private remittances in the same direction; but, independent of these considerations, if the Government desire to afford to their subjects facilities for remitting small sums from one part of the country to another, it would be better to authorize collectors in charge of treasuries to grant bills on each other to private individuals. The question is entirely a financial one, and we notice it in this place only for the purpose of stating our opinion that it has no necessary connexion with the Post-office.

Proposed change in the constitution of the department.

305. We have considered, in connexion with the question of introducing and maintaining uniformity in the postal system of India, how far it may be desirable to alter the constitution of the department, and place the whole under one head, independent of the local governments, and directly subordinate to the Government of India in the Home Department. The present isolation of the post-office of one Presidency from those of all the rest, and the want of one competent controlling authority over the whole, have given rise to diversity of practice highly injurious to the public service, and inconvenient to the public, while some parts

* Appendix (A), No. 66.

parts of the empire have been deprived of the advantage of improvements introduced successfully in others.

306. The evil of this state of things has been practically felt, and endeavours have been made to remove, or at least to alleviate, the inconvenience, by requiring that all questions involving a change in the practice of the department, should be referred to the Governor-general of India in Council; but these attempts have not been successful. Neither the constitution of the Supreme Government, nor its relation to the four governments subordinate to it, is adapted for the speedy decision of questions of practice arising in a department of the public service, so eminently one of detail as the Post-office; and it is found that neither the Postmaster-general nor the government of one Presidency is content to wait for the adoption of an acknowledged improvement until the Supreme Government can decide, after reference to other Presidencies and other Postmasters-general, whether it ought to be adopted or not.

307. Nor indeed are the local governments favourably constituted for regulating the internal affairs of the Post-office. It rarely happens that the public servants who are called to take a part in the administration of these governments have had any experience, or can have any practical knowledge of the details of the department, and their time is generally so fully occupied with business of more pressing importance as to prevent them from acquiring such knowledge. Yet the Postmasters-general are not authorised to introduce the least change into the working of the Post-office without the sanction of the local government, which must be given for the most part in pure reliance on the recommendation of the Postmaster-general, or may be withheld, either from a contrary motive, or from imperfect acquaintance with the subject.

308. Of all the civil departments of the public service in India, there is not one in which uniformity of practice is so little hindered by varying local circumstances, or one to the efficient conduct of which, uniformity of practice and vigour of control are so essential as the Post-office. The existing system is not favourable to the attainment of these important objects, and indeed scarcely admits of it. India, in this respect, affords a remarkable contrast to the United Kingdom and the nations of continental Europe and America, where the Post-office is recognized as a distinct department of the government, and the statesman at the head of it is usually a member of the executive government of the country: here, on the contrary, the Postmaster-general at each Presidency is an officer of comparatively inferior rank, influence and emoluments, without power of himself to carry out improvements, ignorant of those which have been introduced in any of the other Presidencies, and subordinate to a controlling authority not well adapted for the consideration of departmental questions, or for judging the merits of a proposition, except by its results. It seems impossible to hope that the postal system of India can be brought to a high degree of perfection so long as the Postmasters-general remain subordinate to the local governments, and are subject to no other common superior than the Governor-general of India in Council.

Director-general of the Post-office of India.

309. The remedy appears to consist in the appointment of a Director-general of the Post-office of India, an officer of tried ability and experience in the department, who should be in direct communication with, and subordination to, the Government of India, and exercise the same degree of control over the Postmasters-general of the several Presidencies that is now theoretically exercised by the local governments, who would in that case be relieved of all responsibility in connexion with the department.

310. The first objection to this arrangement consists in its expense. It would be inconsistent with the objects of it to remunerate the Director of the Indian Post-office with a smaller salary than *Rs.* 36,000 a year, including travelling allowance; and a suitable office establishment, costing probably not less than *Rs.* 3,000 a year, would also be needed. On the other hand, it would by no means be desirable to reduce the emoluments of the local Postmasters-general, especially if, as we contemplate, and have elsewhere recommended, they be required to move more frequently through their respective jurisdictions, and exercise a more direct personal supervision over every officer of the department than has hitherto usually been the case. The creation of a general controlling officer must therefore be regarded as a measure of which the expense cannot be met by a corresponding retrenchment in

in any other direction, and the propriety of which must be judged with reference to the cost of it, as well as to other considerations.

311. A second objection may arise from the disinclination of the local governments to part with the control over the postal establishments and communications of their respective Presidencies which they now possess; but this we conceive to be an objection of no real weight. The States Governments of the United States of America, which are far more independent and constitutionally jealous of the central government than the Presidential Governments of India can possibly be, have surrendered the entire management of the Post-office of the United States into the hands of the Postmaster-general at Washington; and in the United Kingdom a parallel may be found in the Irish Post-office, which is conducted under the exclusive authority of Her Majesty's Postmaster-general, the Lord Lieutenant of Ireland not being permitted to interfere in any way in its management. In India it may be necessary for the local governments to have the power of detaining or opening a mail on any public emergency, and this power we would certainly reserve to them. We cannot, however, perceive that the just authority or influence of the local governments would be in any way impaired if they were deprived of all other control over the Post-office; and, on the other hand, we should anticipate from placing the entire direction of the department in the hands of a central authority acting in immediate communication with the Governor-general of India in Council, and occupied with no other duties, a far more efficient administration of its affairs than has ever yet been attained, or seems capable of attainment, under the present system.

312. If the Government should determine to make this change in the constitution of the Indian Post-office, the patronage of the department in all the Presidencies should, we think, rest entirely with the Governor-general of India in Council. It would then perhaps be advisable to regulate the salaries of the Presidency Postmasters-general by a graduated scale, the grades of salary being personal, and not local, so that it might be practicable to select, in the first instance, an officer of comparatively junior standing in the service who might look to rise to a higher grade of salary, and eventually, if thought qualified, to become the head of the department; in that case, however, it should be distinctly understood that the higher salary was not attached to any particular Presidency, but that the Postmaster-general of each should be entitled to promotion in his turn, provided he appear to the Government to deserve it.

313. From the view expressed in the eight preceding paragraphs, the Commissioner for Madras has recorded his dissent in his separate memorandum, which will be found in the Appendix.*

VII. The Banghy.

314. The present rates of Banghy postage do not, as far as we have been able to ascertain, prevent parties sending parcels by post which they would otherwise send; and few complaints appear to have been made of the rates of charge being excessive. *Effect of present rates of banghy postage.*

315. Postal authorities are divided on the question of reduction in banghy postage; it is to be observed, however, that those who recommend the present rates being lowered, do so on the grounds of their yielding a profit, and consequently of the Post-office being able to afford to convey parcels at a lower charge without apparently considering how far it is advisable for Government to compete with private speculators as carriers of goods, by making reductions which, though they may still leave sufficient profit to reimburse the Government for their actual outlay, would not be found to remunerate any other party endeavouring to carry parcels at the same rate. *Propriety of reducing the present rates, or not.*

316. One reason for not reducing the postage at present leviable on banghy parcels is, that, in our opinion, the carriage of goods does not properly form a part of the duty of the Post-office, and is only undertaken by Government in the absence of other means of conveyance available to the public. It is a service devolving

* Appendix (C.), No. 2.

devolving rather on transit agents and other private parties, whom it is not advisable to discourage by competition. In many parts of India, agencies and companies have been already established with the view of providing means of transit for goods and merchandize; and if the rates on banghy parcels were to be greatly reduced, these parties would probably be obliged to abandon the speculation as no longer yielding them a sufficient return.

Opinion of the Postmaster-general North-west Provinces on the point.

317. Mr. Riddell, the Postmaster-general of the North-west Provinces, states: "The present rates of banghy postage would admit of reduction, and the department would probably yield a larger return if they were reduced. When carried by men, the cost of conveyance may be estimated at less than 12 annas a mile for the conveyance of 600 seers; that is, it costs 6 annas to convey six seers, or 480 tolahs, 50 miles. At existing rates, the postage on the above weight for the same distance would be 30 annas. This calculation is of itself sufficient to show that a reduction may safely be made."

The Bombay Postmaster-general's opinion.

318. Mr. Ravenscroft, the Postmaster-general of Bombay, says: "I am not aware, from your letter of the 19th June last, that it is in contemplation to make any alteration in the banghy rates of postage; I should hope that no such intention is entertained. The banghy dawk is of very great convenience to the community, and very few complaints of the high rates of charge have come to my knowledge; I would therefore not recommend any reduction, certainly not until we see the financial results of the reform now in contemplation, as regards the postage leviable on letters and newspapers."

Actual charges not to be ascertained.

319. We have experienced some difficulty in ascertaining what has been the actual expense incurred on account of the banghy dawk throughout India in past years, in consequence of the charges for the conveyance of the letter-mail and banghy parcels being brought under one head in the accounts * of the Bombay General Post-office; and also owing to the office establishment, and means for carrying the former, being in many cases used also for the latter.

320. As far, however, as can be gathered from the accounts of the several Presidencies, the following appear to have been the results of the last year's management:

	Receipts.			Conveyance Charges.		
	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*
Bengal - - - - - - - - -	41,452	8	–	34,217	3	11
North-west Provinces - - - - -	1,08,497	–	–	16,119	9	7
Madras - - - - - - - - -	52,229	12	–	38,488	10	10
Bombay - - - - - - - - -	31,041	10	6	† 20,000	–	–

To these charges must be added the salary of the clerks in the Banghy Department of the several General Post-offices, which is separately exhibited in the accounts, and amounts to about *Rs.* 5,000 per annum. In the Mofussil Offices this cannot be done, as no distinct establishment is entertained for the service, the banghy being managed by the clerks employed in the Letter-Mail Department. On lines of road, likewise, on which no regular banghy has been established, parcels are forwarded under certain restrictions by letter-mail, and the postage in such cases is credited to the Banghy Department, though the cost of conveyance is debited altogether to the letter-mail.

321. In

* *Note.*—Mr. Ravenscroft, in explanation of this, states: "I regret my inability to show the amount of disbursements on account of the Banghy Department. The charges for carrying the letter mail and banghy dawk are brought under one head; and, as the means for their conveyance are equally available for the transit of both, it is quite impossible to ascertain the actual expense to the State for the carriage of the banghy dawk and management of the Banghy Department."

† This is a mere estimate of the probable cost, calculated on the result shown by the Bengal and Madras returns, and deducted from the general cost of transit in the Bombay Presidency.

321. In the North-western Provinces too, in addition to the above causes, the charges of conveyance shown in the accounts are still further reduced below the actual cost, in consequence of the banghy parcels being fowarded in the mail-carts and passenger-vans on lines of road where such vehicles are employed;* the charge of conveyance being, in one case, debited to the Letter-Mail Department, and in the other to passengers, while in both the receipts on account of postage are brought to the credit of the Banghy Department.

The present rates yield a profit to the department.

322. Making allowance for these circumstances, there is still an excess of receipts over disbursements in the Banghy Department; and there can be no question that, besides being of very essential service to the State, and a great advantage to the public, the Banghy at present yields a considerable revenue to the Indian Post-office.

No reduction recommended.

323. At the same time, entertaining the views we have expressed above, we are not prepared, in the absence of complaint, and with no apparent necessity for so doing, to recommend that the present rates of postage should be reduced; more particularly if the surplus revenue arising from this source enable the Government to sanction a greater measure of liberality in respect to books and pamphlets sent by this mode of conveyance, which we shall presently have to consider.

Simplification of present rates.

324. But, although we see no necessity for making any general reduction in the rates of postage on ordinary banghy parcels, and the plan of a low uniform postage is not applicable, yet the present rates seem capable of being much simplified, and those for long distances somewhat reduced, without any sacrifice of revenue. According to the present schedule of ordinary banghy postage, there are no less than 168 rates of charge, an increased postage being leviable for every additional 50 tolahs in weight up to 600 tolahs, the maximum weight allowed, and for every 100 miles in distance up to 1,400 miles and upwards. Besides this, there is another scale of charge for books, pamphlets, packets of newspapers, and any written, printed or engraved papers packed in short covers, open at each end. In this scale there are only two gradations in weight, viz., not exceeding 20 tolahs, and above 20 and not exceeding 40 tolahs, beyond which no such parcel can be sent; but the rate varies with every 100 miles and upwards, as in the case of ordinary Banghy parcels.

Lower rate of charge for Pamphlets.

Reason of this.

325. In fixing a lower rate of charge on parcels of this description than that leviable on ordinary parcels, the Committee assembled in 1836 state that they were "actuated by two motives: first, to encourage, by every practicable means consistent with the public interests, the transmission of literature throughout the interior of the country; and, secondly, because the ordinary weight of reviews, periodicals, pamphlets, and other printed papers, is materially below the minimum weight established for ordinary parcels, viz. 50 tolahs."

Further advantages proposed.

326. We are desirous of continuing to parcels of this description the advantages conceded to them by the Committee of 1836. In addition to the reasons which actuated them, we are influenced by a desire to meet the wishes of the London Postmaster-general in respect to English pamphlets and periodicals, of which we shall presently have to treat, and by the fact that, according to the scale of ordinary Banghy postage which we shall propose, 100 tolahs will be the minimum weight recognized.

327. With these objects in view, we shall, when we come to this part of the subject, have to propose a very considerable simplification of the rates now charged on parcels of this description, by extending to them the advantages of an uniform rate of postage without reference to the distance they may be conveyed; but we have thought it advisable to exclude packets of Indian newspapers from the benefit of this provision, as well as from the Banghy generally, because on lines of road on which the Banghy dawk is conveyed separately, and at a less rate of speed than the letter mail, there seemed no advantage in providing for the transmission of newspapers published in this country otherwise than by letter mail, while on lines where the Banghy and letter dawks go by the same conveyance, and

* *Note.*—In the year 1848-49, the receipts on account of the van and palkee carriage department were *Rs.* 1,08,225, while the charges were *Rs.* 42,681.

and at an equal speed, it places bundles of newspapers, paying only the lower rate of Banghy charge, precisely on the same footing as those chargeable with the much higher postage leviable on them if sent by letter mail. It is necessary to explain in this place that on lines of communication, where mail-carts or steam-boats are employed, and the letter mail is insufficient to make up the gross weight that can be carried, the banghies are usually forwarded by the same conveyance.

Proposed rates of ordinary Banghy postage.

328. The following are the rates we propose for parcels sent by ordinary Banghy dawk:

FOR DISTANCES	IF NOT EXCEEDING IN WEIGHT 100 Tolahs.	200 Tolahs.	300 Tolahs.	400 Tolahs.	500 Tolahs.	600 Tolahs.
	Rs. a.	*Rs. a.*	*Rs. a.*	*Rs. a.*	*Rs. a.*	*Rs. a.*
Not exceeding 100 miles	– 4	– 8	– 12	1 –	1 4	1 8
Not exceeding 300 „	– 12	1 8	2 4	3 –	3 12	4 8
Not exceeding 600 „	1 8	3 –	4 8	6 –	7 8	9 –
Exceeding 600 „	2 8	5 –	7 8	10 –	12 8	15 –

By the above scale there will be only 24 rates of charge in place of 168, as at present; and the highest rate will be *Rs.* 15, instead of *Rs.* 31. 8., the maximum of the present Banghy schedule. The charge on small parcels and for short distances will still be extremely moderate, and the present repressive and almost prohibitory charge on long distances will be got rid of.

Financial result.

329. The financial result of the rate proposed, as compared with the postage now leviable on the aggregate weight of all the chargeable Banghies dispatched from every Post-office in India in a year, is as follows:

	Present Postage.	Proposed Postage.
	Rs. a. p.	*Rs. a. p.*
Bengal	91,063 13 1	83,738 1 –
North-west Provinces	70,083 10 10	67,545 9 8
Madras	38,234 7 9	42,934 9 6
Bombay	43,505 1 –	41,447 – 10
TOTAL	2,42,887 – 8	2,35,665 5 –

Limitation as to weight.

330. We propose, on lines where the Banghy is carried by foot runners, to limit the weight to the maximum now allowed, or 600 tolahs; but we would permit parcels of somewhat larger dimensions to be forwarded, as the present restriction to 15 inches in length cannot be observed in the case of maps, plans, &c., and is in most lines not attended to. Where mail-carts are employed, we see no objection to the weight being extended to 2,000 tolahs, or about 50 lbs., and for this we have provided in the draft Act and Rules herewith submitted.

Ship Banghies.

*331. The rates of postage chargeable, according to Schedule (D.) of the present Act, on Banghy parcels forwarded seawards, by ship or steamer, we consider far too low; and they have, in Bombay especially, led to the Post-office being more extensively used as a means of shipping light goods for exportation than could, we think, have been contemplated. On this subject Mr. Ravenscroft states: "There is one class of parcels to which I desire to draw your attention, and regarding which some alteration ought to be made in the law. According to Schedule (D.), parcels posted for transmission by sea are liable to pay for every 100 tolahs in weight, without reference to dimensions, two annas outward ship postage, and the same amount of inward ship postage, so that a parcel weighing

300

* Appendix (A.), Nos. 61 and 62.

300 tolahs (which is the maximum weight), posted for Aden, will have to pay 6 annas here and 6 annas there, making a total of 12 annas; a very insufficient payment for the very great accommodation afforded to the community by steam communication.

"From the enclosed statement you will observe, that the parcels posted here for Aden and Kurrachee have more than quadrupled since 1847: in that year they amounted to 429, and in ten months of 1850 to 1,641, the total postage leviable here and at Aden in this year being only *Rs.* 934. 8.

"I consider the present rates far too low, and would recommend that a consolidated ship postage (to be prepaid) be levied at the office where the parcels are posted, of one rupee for every 100 tolahs, the maximum weight being limited to 400 tolahs, or 10 lbs.; I am satisfied that this rate will be cheerfully paid; the gain to Government will be great."

332. On all Banghy parcels forwarded by sea, whether by Government steamer or ship, we propose to charge the rate of postage imposed by the notification of the Government of India, published under date 18th April 1849, on parcels conveyed by any Government steamer between the two ports of Calcutta and Moulmein, or from either of those ports to an intermediate port, viz. on parcels weighing less than 100 tolahs one rupee, and increasing one rupee for every additional 100 tolahs, or fraction thereof, as far as 300 tolahs; but we would allow the same weight to be forwarded as by inland Banghy on ordinary lines of road, viz. 600 tolahs. We further recommend that no parcel be received for transmission, through the Post-office, by sea, to any foreign port, or any place not on the continent of India, except it be covered by a custom-house pass. Rate proposed on ship Banghies.

333. We do not propose to make the prepayment of Banghy postage compulsory, nor would we insist, when it is paid in advance, on its being levied by means of stamps. To compel the use of stamps in all cases would sometimes lead to inconvenience, owing to the great number of these tokens which it would be necessary to affix on parcels subject to the higher rates of charge; and to introduce stamps of a higher value than 8 annas would be objectionable, as holding out a temptation to forgery. Prepayment left optional.

334. We have stated above, that we propose extending to books, pamphlets, packets of imported newspapers, and printed or engraved papers other than newspapers, sent without covers, or packed in covers open at both ends, the advantage of an uniform rate of charge without reference to distance. The maximum weight at present allowed is only 40 tolahs, which is only just sufficient to carry the larger reviews, and would not admit many single volumes, the diffusion of which it is desirable to encourage, nor meet the views of Her Majesty's Postmaster-general, in respect to books, &c. received from England, already adverted to. We would, therefore, recommend the extension of the weight to 120 tolahs, or about 3 lbs., beyond which it would not, we think, be advisable to allow of these parcels being sent at the favourable rate proposed. Pamphlet Banghy.

335. In consideration of the great additional advantages given to the public by the measure we have recommended, we would propose to make the prepayment of postage on all parcels of this description compulsory, and by means of stamps; and to subject those, on which the postage has not been prepaid by proper stamps, to the rates prescribed for ordinary Banghy parcels, the same rule also being followed in respect to parcels in excess of the maximum weight allowed. Prepayment by stamps compulsory.

336. The cost of conveying the Banghy post at present, as far as we are able to ascertain it, is about 1 anna $4\frac{1}{3}$ pies for every 20 tolahs of chargeable weight;* and as the receipts from ordinary Banghy parcels will, under the revised scale we have Present cost of conveyance.

* *Note.*—This has been calculated on the combined results shown by the Bengal and Madras returns, from which, as already explained, the nearest approximation can be made to the present actual cost, by proportioning the aggregate cost of conveyance on the gross weight of all the banghies carried in a month; thus:—

Gross Weight in Tolahs.		Gross Cost. *Rs.*	*a.*	*p.*		*Tolas.*		*Ans.*	*Pie.*
1,369,390	:	5,858	6	9	::	20	:	1	458,610
									136,399

87. N

have proposed, remain in all probability nearly the same, and consequently yield the same profit as at present, we think that, in consideration of the advantages likely to arise from the more extended diffusion of useful knowledge in the interior of India, it would be very advisable to adopt a rate for pamphlet Banghy postage slightly below the actual cost of conveyance, tolah for tolah, of the whole Banghy mail.

Rates proposed.

337. With these views, we would recommend the adoption of the following rates:

On every parcel of the description noted above,* not exceeding 20 tolahs in weight, one anna:

On every parcel exceeding 20 tolahs, but not above 40 tolahs, two annas; and for every 20 tolahs in weight above 40 tolahs, or for every fraction of the same, an additional anna up to 120 tolahs, beyond which no such parcel would be received.

Proposal to establish a book post between England and India considered.

338. We have to consider, in connexion with this subject, Mr. Under-Secretary Grey's letter, No. 207, dated 21st February last, referring for our consideration a plan for the establishment of a book post between England and the Colonies, which Her Majesty's Postmaster-general is desirous should be extended to this country.

339. The details of the scheme are as follows:

1st. That printed books, magazines, reviews or pamphlets (whether British, Colonial or Foreign)* be permitted to be sent through the post from the United Kingdom to any British Colony, or from any British Colony to the United Kingdom, whether the conveyance be by packet or by private ship, at the following rates of postage; viz.:

	s.	d.
For a single volume not exceeding ½ lb. in weight - -	–	6
For a single volume exceeding ½ lb. and not exceeding 1 lb.	1	–
For a single volume exceeding 1 lb. and not exceeding 2 lbs.	2	–
For a single volume exceeding 2 lbs. and not exceeding 3 lbs.	3	–

and so on increasing 1 s. for every additional pound, or fraction of a pound.

2ndly. That the charge be the same, whether the books, &c. be posted or delivered at the port, or whether they be posted or delivered at any place in the interior of the colony.

3rdly. That prepayment be insisted upon in all cases; in the United Kingdom the postage being required to be paid in stamps, and in the colony being paid in money.

4thly. That, to prevent the inconvenience which might ensue from a large arrival of books, &c., by the same mail, the Colonial postmasters be authorized, in cases of necessity, to delay the dispatch of such books to or from the interior, until the dispatch of the mail next after that by which they would, in the usual course, be sent, or, at their option, for a period not exceeding one week.

5thly. That no book be sent by any route which would entail an expense of transit postage on the department.

6thly. That one-third of the total charge be considered as paid for the Inland British rate, one-third for the sea rate, and the remaining third for the Colonial Inland rate.

7thly. That printed books, &c., sent through the post under the regulations here proposed, be subject in all respects to the same restrictions as newspapers.

340. From the 6th clause it appears that the total charge of postage on such books, &c., is to be considered divisible into three parts, one of those being looked upon as paid for the Inland British rate, another for the sea rate, and the third for the Colonial Inland rate. Now, as in this country this last item of charge will have to be borne by the Indian Government, we conclude it is intended that one-third of the gross postage levied in England in advance on all books and pamphlets, forwarded to India under the proposed arrangements, should be, paid or credited in account to the East India Company, in consideration of their conveying all such books, &c., intended for the interior of India, to their final destination

* *Note.*—We observe from the English papers that it has been notified that the arrangement here proposed would come into operation on and after the 1st March 1851.

nation without additional charge. If we are correct in this assumption, it will follow that the adoption of the plan proposed would be equivalent to the introduction of one uniform rate of 2 *d.* on all such books not exceeding half a pound in weight, and increasing at the rate of 2 *d.* the half pound, by the Banghy post, without reference to distance.

341. We have no means of judging to what extent such a scheme would increase the weight required to be sent into the interior by the Banghy post. The returns received from the Post-office do not show what proportion of the gross weight now carried is on account of books, &c., received from other countries, and what for those posted in India, and did they do so, they would afford no data from which to calculate the effect of so great a reduction in the rate of charges on books sent from England, both as regards their steam and inland postage, as would be occasioned by the measure; the natural effect would, however, of course, be greatly to increase their number.

342. We have already recommended the introduction, under certain limitations, of an uniform book and pamphlet postage, chargeable at the rate of one anna for every 20 tolahs in weight, and without reference to distance; and this would admit of books and pamphlets received from England being forwarded by the Banghy post into the Mofussil, on the terms proposed by the Postmaster-general of the United Kingdom; as his scale would, in fact, give a slightly higher rate of postage to the Indian Government than that recommended by us, 2 *d.* for the half pound being equivalent, at the rate of two shillings for the rupee, to 1 anna 4 pies for 20 tolahs. Provided, therefore, the weight of each parcel so sent be limited to 120 tolahs, or 3 lbs., which should, as we have stated above, be the maximum weight carried at an uniform rate of charge, and the dimensions laid down by the Act be not exceeded, there can, we think, be no difficulty in carrying the arrangement into effect, and we are of opinion that the proposition submitted may be entertained and agreed to.

Its adoption recommended.

343. Before leaving this part of our subject, we desire especially to draw the attention of the Government to the bullock train which has been established in the North-west Provinces for the conveyance of heavy goods and passengers at a cheap rate, and which, though not necessarily connected with the Post-office, or recognized by any law, is managed by the officers of the department. The extent to which this establishment has afforded accommodation to the Government and to the public may be gathered from the statement of receipts and charges in the margin. It has also had the beneficial effect of proving that the land carriage of heavy goods on a large scale may be undertaken with profit by any person, or body of persons, possessing capital enough to provide the necessary carrying stock; and more than one association have since engaged in the same business. The arrangements of these companies are far from being so complete as to require the Government to withdraw from the field; but we should deprecate any extension of the operations of the bullock train, or any reduction of charge with a view to competition. In the meanwhile the profits arising from the bullock train, as well as from the van and passenger establishment, may be fairly regarded as an asset of the Post-office to be set off against any temporary loss incurred by a reduction in the rates of letter postage.

The bullock train

Year	Receipts.	Charges.	Profit.	Loss.	Net Profit.
	Rs. a. p.	*Rs. a. p.*	*Rs. a. p.*	*Rs. a. p.*	*Rs. a. p.*
1845-46	4,589 - -	4,811 - -	- - -	222 - -	—
1846-47	13,506 - -	17,886 - -	- - -	4,380 - -	—
1847-48	50,746 - -	48,573 - -	2,173 - -	—	—
1848-49	1,30,988 - -	1,07,903 - -	23,085 - -	—	—
1849-50	1,62,582 10 4	1,38,409 3 2	24,173 7 2	—	—
Total -	3,62,411 10 4	3,17,582 3 2	49,431 7 2	4,602 - -	44,829 7 2

VIII. District Dawks.

344. In the Lower Provinces of Bengal a postal communication between each Police Thannah and the Sudder Station of the district is kept up by the Zemindars under the provisions of Regulation XX. of 1817; but these posts are not open to the community, who are consequently obliged to send letters by more circuitous routes, even where a direct postal communication exists. Even the Zemindars who pay for the dâk are not allowed to use it, and as an instance of the inconvenience which the public suffer from this exclusion, we may mention, that while police reports from Serajgunge to Bogra, a distance of 40 miles, go by Zemindary dawk in one day and a half, all private letters go by Pudna and Rajshahee, and are six days on the road.

Lower Provinces of Bengal.

345. In

North-west Provinces.

345. In the North-west Provinces the system under which the district dawks are maintained is not uniform, but great facility of correspondence is afforded by their means, and the rapidly increasing use which is made of them shows the estimation in which they are held. In some districts a general cess, varying from one anna and a quarter to one anna and three quarters on every hundred rupees of land revenue, is collected from the Zemindars for the support of the dawk. In some districts the villages through which the road happens to pass are compelled to keep up an establishment for the conveyance of the police reports and private letters, and in some, the district dawks are conveyed by the police establishment without cost to the inhabitants. In Goruckpore alone all private letters are carried free of postage, in consideration of the cess levied on the landholders.

346. The district dawks in the North-west Provinces were first made available for private correspondence in 1838, but proper means were not taken to induce people generally to resort to them until 1846–47. In that year 109,130 general post letters were conveyed to and from the villages in the interior of districts by means of the district dawks; and in 1849–50, 244,838 general post letters were similarly carried, in addition to 113,047 which passed only from thana to thana. In 1850–51 additional facilities were afforded by the supply of letter boxes with locks to each thana, all letters dropped into which, if for transmission by regular post, are dispatched bearing, without any charge for district postage, and, if for delivery within the zillah, are delivered for a charge of half an anna on every tolah in weight.

Madras.

347. In Madras, the district dawks, which had previously existed for the necessary transmission of the official correspondence between the collectors and magistrates, and all their subordinate officers (the dawks being carried by the peons of the regular establishments as they could be spared from other duty), were in 1846 generally opened to the public. No change was then made in the means of conveying the dawk; the peons were still retained as a revenue or police charge; and, except latterly in one or two districts, no debit appears in any account for the cost of conveying this portion of the mail. Accounts of the number of letters posted in each province have not been generally kept, but the collections had risen to *Rs.* 21,734 in 1848–49, when the expenses were only *Rs.* 10,756. As many as 84,492 letters have been carried in a single district in one year, and the people have shown themselves desirous of taking advantage of the facilities which the dawks have afforded.

Bombay.

348. In Bombay the institution was first regularly established in 1841; before which a daily communication was for the most part kept up in each collectorate between the principal station and the towns in which the head district offices were located, though the accommodation was not open to the public. In that year the dawks were placed under an uniform system, and rules were laid down by Government for their regulation and management. In Bombay the dawk is also carried by the revenue and police peons, but the amount of their pay is debited to the head of district dawk. In this Presidency likewise the public have shown an inclination to avail themselves of the facilities afforded for intercommunication by the district dawks, the chargeable letters having increased in six years nearly three-and-a-half fold.

349. The district dawks having sprung from the communication necessarily kept up by the collectors and magistrates with their district offices, and being in fact merely an extension of it, have been generally confined to the limits of each particular zillah, and have not, with a single exception in the Bombay Presidency, extended to neighbouring districts, however near together their border towns may be.

350. It is no doubt desirable that these dawks should eventually lose their distinctive character, and be incorporated with the regular post, under the control of the Postmaster-general; but we consider that at present such a measure would be premature, and likely to diminish the utility of the institution. It would also add very considerably to its expense, by making it necessary to substitute paid runners throughout the country for the peons who now convey the dawks, and to provide additional means of superintendence. The institution must be considered as still in its infancy, and in its present stage is better managed by the collectors and

and magistrates than it could be by the Postmaster-general. The last section of the Draft Act which accompanies our Report empowers the Government to subject these dawks to such parts of the Act, and to such of the rules for the management of the post as may from time to time be deemed expedient.

351. In separate Reports we have entered in detail into the improvements of which we consider the district dawks to be immediately capable, particularly recommending that their operations, which are now confined to the limits of each particular district, should be extended so as to open postal intercommunication between neighbouring provinces more direct than is afforded under the present system.

352. The only question which requires consideration in this place is, what shall be the rate of postage charged on letters delivered through the district dawk. At present a letter sent from or delivered at any village where there is no regular post-office, is charged with the district postage, regulated on a different principle from the general post rate, in addition to whatever amount may have been paid, or may be due, for its conveyance by the regular post. A continuance of this system would be entirely opposed to the principle on which an universal rate has been proposed; and we are of opinion that the same uniform rate of postage charge which may be adopted for communications sent by the general post should be made applicable to those forwarded by district dawk, and that the prepayment of the regular dawk postage by a stamp should hereafter free every letter from any additional charge, notwithstanding that it had been carried for a part of its course by the regular post, and for part by the district dawk. This we consider to be the only principle on which, in fairness, the Government can treat letters conveyed by the district dawks, which are for the most part maintained without expense to Government, and which, though organized and necessarily kept up for the public service, have yielded a considerable surplus revenue ever since they were opened to the public.

353. All postage on letters passing through the district dawks will, if our recommendation be adopted, be either prepaid in stamps, or charged double if unpaid. In the former case the receipts will merge in the General Post-office Stamp Revenue, and in the latter they should be either remitted to the nearest post-office, or credited in account to the department. All separate accounts of district dawk postage should cease. Under this arrangement, there would be no apparent revenue from district dawks; but the extent to which they contribute to the support of the post-office can always be ascertained from the number of letters passing through them, and the amount so shown may be held available, where necessary, for their improvement.

354. In the Bombay Presidency the facilities afforded to the public by these dawks are confined to communications between the sudder or principal station in a district, and the places at which the subordinate revenue or police officers of Government are located; but, as a periodical communication is kept up between such places and every village in the same local division, there would be no difficulty in arranging for the transmission of letters to and from each village by means of the chowkedars, or village watchman, as is now done in the North-west Provinces and Madras. It would not be practicable, nor is it necessary, to keep up a daily communication between the district office and every village; all that is requisite is to provide the means for the transmission of the correspondence of the rural population eventually, and with certainty to its destination.

355. In the North-west Provinces and Madras, although the district dawks are under the management of the magistrates and collectors, they are to a certain extent superintended by the Postmaster-general, who corresponds with the local officers, receives from them returns of letters, and of receipts and disbursements, and suggests arrangements whereby the district dawks may be made more useful auxiliaries to the general post. To this extent we think the interference of the Postmaster-general is advantageous, and should be authorised generally throughout India; but, as we have already stated, it does not seem advisable at present to deprive the collectors and magistrates of the control they exercise over the internal communications of their several districts.

RECAPITULATION.

RECAPITULATION.

356. Having thus disposed of the several points connected with the subject of our inquiry, we beg to recapitulate the principal changes in the existing postal system of India which we have recommended in the course of our Report.

1. An uniform half-anna rate of inland postage on letters not exceeding a ¼ tolah in weight.
2. Alteration in the scale of weight for inland postage.
3. Discontinuance of differential rates of postage in favour of law-papers, &c.
4. Discontinuance of differential rates in favour of imported newspapers.
5. Change in the mode of charging ship letter postage.
6. Change in the scale of weight for charging ship newspaper postage.
7. Consolidation of steam and inland postage on steamer letters.
8. Compulsory use of stamps in all cases of prepayment.
9. Enforced prepayment of letter postage by means of a double charge on unpaid letters.
10. Alteration in the scale of banghy postage both as to weight and distance.
11. Uniform pamphlet postage of one anna on parcels not exceeding 20 tolahs.
12. Consolidation of steam and inland postage on books, pamphlets, &c.
13. Entire abolition of franking, and charge of postage on official letters to public departments.
14. Extension of the exclusive privilege of the post-office in respect to letters.
15. Reorganization of post-office establishments.
16. Disconnexion of Postmasters-general from the Presidency Post-offices.
17. Simplification in the process of receiving and delivering letters.
18. The use of letter-boxes, and discontinuance of the practice of giving receipts for ordinary letters.
19. Entire discontinuance of the detailed registry of ordinary letters.
20. Special registration of letters.
21. More extended use of accelerators, and increase in the number of delivery peons.
22. Increase in the number of receiving-houses.
23. Improvement in the present mode of keeping accounts.
24. Preparation of a general manual for the guidance of postmasters.
25. General use of transit bags.
26. Establishment of sorting offices.
27. Introduction of a system of fines.
28. Extension and improvement of the district dawks.

Draft Act and Rules.

357. We have prepared the draft of an Act for carrying out the proposals we have made in the Report, and also a code of subsidiary rules for the guidance of the department, and the information of the public, on such points as the Act does not provide for. Opposite each section of the Act and rules, will be found a brief explanatory remark, either stating the grounds upon which the clause is recommended, or referring to the proper paragraphs in the body of the Report. The Appendix contains figured statements embodying in a convenient form the information we have collected, and the calculations we have made, and the separate memorandum drawn up by each Commissioner relative to matters on which we have not come to an unanimous conclusion, and to those more particularly connected with the several Presidencies.

We have, &c.,

(signed) *W. Courtney*, *H. Forbes*, *Cecil Beadon*, Commissioners.

APPENDIX.

APPENDIX.

Appendix (A.), No. 1.

RETURN of the Number of Paid and Unpaid LETTERS, LAW-PAPERS, &c., and NEWSPAPERS, &c., and of SERVICE and FREE COVERS, of all Chargeable Weights, dispatched by Inland Post from all the Post-offices in the Lower Provinces of the *Bengal* Presidency, in Four Weeks.

LETTERS POST PAID.

MILES.	Not exceeding ½ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolah.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	23022	9708	545	257	104	78	46	29	21	13	11	15	5	6	4	5	2	4	5	2	3	2	–	2	8	33897
" 200	12812	5086	318	133	43	31	26	13	5	10	5	3	2	3	1	2	3	1	1	1	–	–	–	1	–	18500
" 300	5095	2221	147	65	20	17	13	4	2	2	1	1	1	1	–	1	1	–	–	1	–	–	1	–	–	7594
" 500	5522	2736	201	90	36	24	9	6	9	4	3	1	2	1	–	2	1	1	1	–	1	–	–	1	–	8651
" 700	1569	790	57	22	10	9	3	3	1	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	2466
" 900	1000	708	44	9	7	3	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1774
" 1100	793	615	60	27	9	1	5	–	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1513
" 1300	1057	766	63	34	17	8	7	8	1	–	–	2	1	1	–	1	–	–	–	–	–	–	–	–	–	1966
" 1500	197	130	11	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	340
1500 and upwards	18	27	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	47
TOTAL - -	51085	22787	446	639	247	172	111	64	42	29	20	24	11	12	5	11	7	6	7	4	4	2	1	4	8	76748

LETTERS BEARING POSTAGE.

MILES.	Not exceeding ½ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolah.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	31774	11998	582	289	125	84	51	42	22	27	17	22	8	17	9	10	7	14	5	6	4	–	3	3	14	45133
" 200	19020	5649	316	124	39	29	28	17	10	13	8	8	3	5	3	4	1	–	–	4	2	1	–	–	7	25291
" 300	6767	2007	81	31	14	13	7	9	3	1	2	2	–	–	–	1	3	1	3	1	–	–	–	–	2	8948
" 500	8585	2578	147	62	18	21	4	9	2	10	1	3	3	3	2	1	1	1	–	1	–	–	–	–	–	11452
" 700	2085	599	47	14	6	2	2	1	–	2	–	1	–	1	1	–	–	–	–	–	–	–	–	–	–	2761
" 900	2133	693	71	28	8	6	3	1	1	1	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	2946
" 1100	1498	505	37	19	5	1	3	2	1	1	–	1	–	–	–	–	–	–	–	1	1	–	–	–	–	2075
" 1300	1769	643	50	24	9	6	4	3	1	3	1	2	–	2	–	2	–	–	–	1	–	1	–	–	–	2521
" 1500	362	102	5	1	–	1	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	472
1500 and upwards	15	9	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	25
TOTAL - -	74008	24783	1336	593	224	163	102	84	40	58	29	39	14	28	15	18	14	16	8	14	7	2	3	3	23	101624

LAW-PAPERS, &c., POST PAID.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 100 -	16	2	4	4	1	6	33
" 200 -	17	14	17	6	–	4	58
" 300 -	15	5	7	2	–	3	32
" 500 -	41	12	7	[illegible]	2	5	72
" 700 -	4	–	1	–	–	–	5
" 900 -	–	–	1	–	–	–	1
" 1100 -	3	2	1	2	–	–	8
" 1300 -	4	2	3	–	–	–	9
" 1500 -	–	–	–	–	–	–	–
1500 and upwards -	–	–	–	–	–	–	–
TOTAL - - -	100	37	41	19	3	18	218

LAW-PAPERS, &c., BEARING POSTAGE.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 100 -	13	10	6	8	2	2	41
" 200 -	9	10	11	3	2	4	39
" 300 -	–	1	–	2	1	2	6
" 500 -	7	1	4	–	–	1	13
" 700 -	1	–	–	–	–	–	1
" 900 -	3	2	1	3	–	–	9
" 1100 -	1	–	–	1	–	–	2
" 1300 -	2	–	1	–	–	–	3
" 1500 -	–	–	2	–	–	–	2
1500 and upwards -	–	–	–	–	–	–	–
TOTAL - - -	36	24	25	17	5	9	116

NEWSPAPERS, &c., POST PAID.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20 -	68	17	–	–	–	–	85
" 400 -	1192	206	14	2	–	1	1415
400 and upwards -	1184	205	1	–	–	1	1391
TOTAL - - -	2444	428	15	2	–	2	2891

NEWSPAPERS, &c., BEARING POSTAGE.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20 -	188	41	2	1	–	2	234
" 400 -	12677	1889	117	13	8	2	14706
400 and upwards -	8920	1062	159	10	–	3	10154
TOTAL - - -	21785	2992	278	24	8	7	25094

FREE AND SERVICE LETTERS.

MILES.	Not exceeding ½ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolahs.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	455	17326	2854	3563	937	1576	461	912	289	530	179	386	136	258	104	273	97	204	79	226	50	104	39	236	981	32255
" 200	175	4704	685	1257	210	423	115	234	45	141	38	96	22	54	19	83	23	61	9	65	5	34	13	45	221	8777
" 300	245	2755	338	636	147	328	76	109	31	83	40	59	28	40	18	40	11	42	12	36	6	16	3	30	175	5304
" 500	344	4667	336	1076	105	438	126	229	39	86	34	121	33	50	8	63	11	87	4	34	6	25	4	50	243	8219
" 700	569	2447	134	392	60	197	66	101	35	41	12	44	8	18	5	19	4	40	3	11	1	6	3	25	71	4312
" 900	517	1856	130	381	69	135	26	61	10	41	12	21	14	19	6	14	6	79	1	10	3	8	3	10	124	3556
" 1100	67	1267	45	306	10	102	4	49	3	34	1	26	1	4	–	10	1	56	1	19	–	4	–	2	54	2066
" 1300	18	1555	48	485	17	140	8	92	–	47	1	34	2	14	–	31	2	30	–	32	–	17	–	19	131	2723
" 1500	9	420	7	90	1	26	1	12	–	14	–	4	–	3	–	4	–	4	–	–	1	–	–	4	4	604
1500 and upwards	87	96	5	8	3	2	–	3	1	3	–	–	–	–	–	–	–	–	1	–	–	3	–	–	2	214
TOTAL - -	2486	37093	4582	8194	1559	3367	883	1802	453	1020	317	791	244	460	160	537	155	603	110	433	72	217	65	421	2006	68030

FREE AND SERVICE GAZETTES.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20 - - -	41	38	2	1	–	10	92
" 400 - - - -	475	860	182	75	19	709	2340
400 and upwards - - -	1024	529	43	49	6	166	1817
TOTAL - - -	1540	1447	227	125	25	885	4249

Cecil Beadon, Commissioner.

Appendix (A.), No. 2.

RETURN of the Number of Paid and Unpaid LETTERS, LAW-PAPERS, &c., and NEWSPAPERS, &c., and of SERVICE and FREE COVERS, of all Chargeable Weights, dispatched by Inland Post from all the Post-offices in the North-west Provinces, in Four Weeks.

LETTERS POST PAID.

MILES.	Not exceeding ½ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolah.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	31851	8123	435	350	123	124	30	78	27	15	9	10	10	2	2	3	3	1	–	4	–	1	–	2	3	41206
" 200	20574	5982	325	193	42	67	18	20	9	7	2	7	5	6	4	5	–	2	1	1	1	1	2	2	7	27283
" 300	9098	3087	139	147	26	21	9	9	3	1	–	1	1	4	1	10	1	–	1	–	–	–	–	–	1	12557
" 500	9422	3853	279	215	63	81	32	27	7	5	2	1	–	–	1	3	1	3	–	–	–	–	–	–	4	13999
" 700	3746	1933	136	90	13	18	4	3	1	–	–	–	–	–	–	1	1	1	–	–	–	–	–	–	1	5948
" 900	2469	1497	104	89	31	18	2	5	2	2	1	2	–	–	–	1	–	–	–	–	–	–	1	2	–	4226
" 1100	1883	2099	110	36	18	15	8	6	–	2	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	4129
" 1300	931	1062	59	25	19	15	9	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	2121
" 1500	424	397	15	6	–		2	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	845
1500 and upwards	292	158	6	9	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	467
TOTAL - -	80640	28191	1608	1160	335	360	115	148	49	32	14	23	17	9	8	23	6	7	2	5	1	2	3	6	17	112781

LETTERS BEARING POSTAGE.

MILES.	Not exceeding ½ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolah.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	64284	7306	230	272	94	130	56	46	82	96	3	39	1	20	1	26	4	21	4	12	1	11	2	5	60	72806
" 200	47412	4515	171	89	34	20	7	9	8	13	–	2	1	1	1	3	–	1	–	1	8	2	–	–	2	52300
" 300	20855	2636	112	69	20	42	1	5	5	6	1	3	–	2	1	2	–	1	–	1	–	–	–	–	–	23762
" 500	19633	2939	162	89	30	9	4	9	2	3	3	1	2	3	1	1	–	1	–	1	–	–	1	–	4	22898
" 700	6356	1196	89	38	10	2	3	5	1	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	7702
" 900	3136	772	70	25	7	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	4012
" 1100	1262	521	40	28	9	1	–	1	1	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	1864
" 1300	484	207	19	11	3	1	–	1	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	727
" 1500	169	60	3	2	–	–	–		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	234
1500 and upwards	449	98	2	1	1	–	1	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	553
TOTAL - -	164040	20250	898	624	208	205	73	76	99	118	7	45	4	26	5	33	5	24	4	16	10	13	3	5	67	186858

LAW-PAPERS, &c., POST PAID.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 100 -	3	–	–	–	–	–	3
" 200 -	1	4	–	–	–	–	5
" 300 -	5	–	2	1	–	–	8
" 500 -	19	7	6	–	2	–	34
" 700 -	1	–	1	1	–	–	3
" 900 -	2	–	–	–	–	–	2
" 1100 -	–	–	–	–	–	–	–
" 1300 -	–	–	–	–	–	–	–
" 1500 -	1	2	–	–	–	–	3
1500 and upwards	—	–	–	–	–	–	–
TOTAL - -	32	13	9	2	2	–	58

LAW-PAPERS, &c., BEARING POSTAGE.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 100 -	–	–	1	–	–	–	1
" 200 -	2	1	–	–	–	–	3
" 300 -	–	–	–	–	–	–	–
" 500 -	2	1	4	–	–	–	7
" 700 -	–	–	–	–	–	–	–
" 900 -	3	1	1	–	–	–	5
" 1100 -	–	–	–	–	–	–	–
" 1300 -	–	–	–	–	–	–	–
" 1500 -	–	–	–	–	–	–	–
1500 and upwards -	–	–	–	–	–	–	–
TOTAL - -	7	3	6	–	–	–	16

NEWSPAPERS, &c., POST PAID.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20	11	–	–	–	–	–	11
„ 400	554	32	12	2	2	–	602
400 and upwards	1167	41	15	10	3	–	1236
TOTAL	1732	73	27	12	5	–	1849

NEWSPAPERS, &c., BEARING POSTAGE.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20	427	10	–	–	–	–	437
„ 400	17233	392	51	36	12	15	17739
400 and upwards	8101	155	27	11	1	3	8298
TOTAL	25761	557	78	47	13	18	26474

FREE AND SERVICE LETTERS.

MILES.	Not exceeding ¼ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolahs.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	2135	25805	1753	7922	783	2109	268	1833	201	933	87	697	77	324	74	481	44	162	68	701	43	137	31	794	1706	49228
„ 200	1762	14586	876	3320	441	947	161	733	109	315	53	247	33	115	28	110	11	52	13	192	14	45	16	142	425	24766
„ 300	1066	10133	487	1846	175	435	76	367	41	162	14	100	11	59	8	63	4	23	4	77	3	18	2	67	259	15500
„ 500	1276	12894	558	1601	192	447	87	258	38	120	28	101	22	51	11	82	12	33	13	81	7	29	3	73	278	18295
„ 700	846	8528	230	822	87	161	26	125	17	66	8	54	5	17	5	24	2	21	3	18	1	10	–	23	97	11196
„ 900	549	4810	213	531	68	137	16	106	13	74	20	38	9	25	3	47	7	11	2	63	5	4	2	22	66	6841
„ 1100	253	3598	139	630	65	212	22	139	29	118	36	55	52	33	4	55	7	15	10	39	1	12	21	22	66	5633
„ 1300	58	2265	76	395	31	139	9	86	10	59	2	42	–	17	1	41	2	10	1	26	1	14	–	31	191	3507
„ 1500	46	1062	19	80	4	18	5	22	1	5	–	16	–	2	–	9	–	–	–	10	–	–	1	8	6	1314
1500 and upwards	65	1476	22	34	12	5	–	5	–	1	1	11	–	–	–	1	–	–	–	2	–	–	–	1	4	1640
TOTAL	8076	85157	4373	17181	1858	4610	670	3674	459	1913	249	1361	209	643	134	913	89	327	114	1209	75	269	76	1183	3098	137920

FREE AND SERVICE GAZETTES.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20	59	–	2	–	2	1	64
„ 400	2513	32	17	28	38	186	2814
400 and upwards	1056	68	32	30	23	22	1231
TOTAL	3628	100	51	58	63	209	4109

Cecil Beadon, Commissioner.

Appendix (A.), No. 3.

RETURN of the Number of Paid and Unpaid LETTERS, LAW-PAPERS, &c., and NEWSPAPERS, &c., and of SERVICE and FREE COVERS, of all Chargeable Weights, dispatched by Inland Post from all the Post-offices in the *Madras* Presidency, in Four Weeks.

LETTERS POST PAID.

MILES.	Not exceeding ¼ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolah.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	46286	8555	406	155	61	41	16	8	8	4	6	3	1	1	1	1	-	-	1	5	-	8	-	-	5	55567
" 200	19842	3835	217	66	31	7	12	4	4	3	1	-	1	1	-	1	-	-	1	-	-	-	1	1	4	24032
" 300	10401	3480	193	67	25	10	5	5	4	1	-	-	-	1	-	2	-	1	-	-	-	-	-	-	1	14196
" 500	7085	3654	194	56	18	8	7	4	1	-	3	-	-	1	-	-	1	-	-	1	1	-	-	-	4	11038
" 700	1956	1020	53	19	3	1	2	-	1	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	3057
" 900	982	716	73	26	7	6	2	1	1	3	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	1819
" 1100	351	231	18	9	4	1	2	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	618
" 1300	91	54	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	149
" 1500	117	62	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	181
1500 and upwards	9	11	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21
TOTAL - -	87120	21618	1157	401	150	74	46	23*	19	13	10	3	3	5	1	4	1	1	2	6	1	3	1	1	15	110678

LETTERS BEARING POSTAGE.

MILES.	Not exceeding ¼ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolah.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	29602	3760	182	85	36	26	9	11	3	5	3	3	1	4	2	-	1	-	-	1	-	-	-	1	14	33749
" 200	16832	1746	84	30	18	9	4	2	3	2	-	3	1	-	-	-	1	-	-	-	1	-	-	-	1	18737
" 300	11197	2057	110	30	18	4	4	2	12	3	5	1	-	1	1	-	-	-	-	-	-	-	-	-	4	13449
" 500	8019	1936	110	25	12	7	5	1	-	3	1	-	1	1	-	1	-	-	-	-	-	-	-	-	3	10125
" 700	2868	551	35	14	8	3	-	2	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	3478
" 900	1296	349	24	6	-	3	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1680
" 1100	468	172	15	5	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	666
" 1300	143	41	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	186
" 1500	160	38	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	201
1500 and upwards	13	12	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27
TOTAL - -	70598	10662	566	196	91	54	23	18	19	13	10	8	3	6	3	1	2	-	-	1	1	-	-	1	22	82298

LAW-PAPERS, &c., POST PAID.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 100 -	102	15	6	3	-	-	126
" 200 -	26	8	6	3	1	2	46
" 300 -	10	2	3	-	-	3	18
" 500 -	13	10	-	1	1	5	30
" 700 -	1	6	-	2	1	-	10
" 900 -	4	-	-	-	-	-	4
" 1100 -	-	-	-	-	-	-	-
" 1300 -	-	-	-	-	-	-	-
" 1500 -	-	-	-	-	-	-	-
1500 and upwards -	-	-	-	-	-	-	-
TOTAL - -	156	41	15	9	3	10	234

LAW-PAPERS, &c., BEARING POSTAGE.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 100 -	39	6	6	1	-	1	53
" 200 -	11	1	3	2	1	3	21
" 300 -	11	5	3	3	1	-	23
" 500 -	20	3	-	-	2	-	25
" 700 -	3	-	1	-	-	-	4
" 900 -	2	-	-	-	-	-	2
" 1100 -	1	-	-	-	-	-	1
" 1300 -	3	-	-	-	-	-	3
" 1500 -	-	-	-	-	-	-	-
1500 and upwards -	-	-	-	-	-	-	-
TOTAL - -	90	15	13	6	4	4	182

NEWSPAPERS, &c., POST PAID.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20	45	6	4	1	–	–	56
„ 400	682	51	43	2	1	15	794
400 and upwards	206	10	7	3	1	6	233
TOTAL	933	67	54	6	2	21	1083

NEWSPAPERS, &c., BEARING POSTAGE.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20	442	160	11	10	1	2	626
„ 400	9534	1743	171	38	6	36	11528
400 and upwards	4359	657	75	28	2	23	5144
TOTAL	14335	2560	257	76	9	61	17298

FREE AND SERVICE LETTERS.

MILES.	Not exceeding ½ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolahs.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	4215	12876	2959	2251	856	756	411	363	208	216	168	179	107	115	97	112	70	98	80	64	47	52	50	100	433	26883
„ 200	2062	4037	1060	709	322	255	134	130	68	124	61	56	29	29	43	34	21	29	30	27	6	13	17	21	159	9476
„ 300	2675	4811	1094	582	368	289	173	153	93	128	80	62	59	53	78	63	31	46	43	31	27	23	30	32	275	11299
„ 500	3468	4630	1166	620	359	249	172	127	94	130	58	51	50	50	80	54	31	41	73	23	20	28	17	95	131	11823
„ 700	1936	1661	389	247	99	97	45	35	22	44	12	27	17	16	25	19	12	24	20	13	5	6	1	8	46	4826
„ 900	966	775	179	64	39	36	13	5	7	32	4	10	3	8	22	7	4	8	17	5	2	3	3	1	66	2279
„ 1100	280	319	111	57	29	19	19	9	9	32	6	12	6	16	17	7	4	12	12	7	2	2	3	3	87	1080
„ 1300	45	89	21	12	9	9	8	3	2	2	4	1	2	2	2	–	–	1	4	2	1	–	1	–	5	225
„ 1500	86	129	11	12	10	2	7	2	2	3	4	1	–	3	2	2	1	–	2	–	–	–	–	1	10	290
1500 and upwards	29	20	2	1	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	58
TOTAL	15762	29347	6992	4561	2091	1712	982	827	505	711	397	399	274	292	366	298	174	259	281	172	110	127	122	261	1212	68234

FREE AND SERVICE GAZETTES.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20	15	2	4	–	–	–	21
„ 400	711	53	2 2	5	1	6	998
400 and upwards	511	23	141	2	2	11	690
TOTAL	1237	78	367	7	3	17	1709

Cecil Beadon, Commissioner.

Appendix (A.), No. 4.

RETURN of the Number of Paid and Unpaid LETTERS, LAW-PAPERS, &c., and NEWSPAPERS, &c., and of SERVICE and FREE COVERS, of all Chargeable Weights, dispatched by Inland Post from all the Post-offices in the *Bombay* Presidency, in Four Weeks.

LETTERS POST PAID.

MILES.	Not exceeding ½ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolah.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	6984	4440	425	190	96	66	32	9	12	14	5	6	1	12	2	4	11	3	2	5	7	6	4	2	16	12354
„ 200	3371	1930	160	90	65	39	40	27	25	14	26	4	15	6	5	18	2	2	3	15	4	1	5	2	10	5879
„ 300	1715	970	124	73	39	21	13	5	3	1	2	1	2	–	–	–	–	–	–	–	–	–	–	–	2	2971
„ 500	2179	1388	176	134	62	57	36	42	14	25	23	14	7	7	9	2	2	–	2	5	1	1	–	–	3	4189
„ 700	922	700	104	63	20	17	7	3	4	1	–	1	1	1	–	–	1	–	–	–	–	–	1	–	–	1846
„ 900	623	850	72	37	19	15	10	7	5	3	3	2	1	1	–	3	1	–	2	2	–	1	1	–	2	1659
„ 1100	142	91	4	2	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	241
„ 1300	282	308	60	31	9	5	6	2	2	–	–	1	–	–	–	–	–	–	1	–	–	–	1	–	–	708
„ 1500	24	19	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	45
1500 and upwards	10	10	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	21
TOTAL - -	16252	10706	1126	622	311	221	144	95	65	58	59	29	27	27	16	27	17	5	10	27	12	8	12	4	33	29913

LETTERS BEARING POSTAGE.

MILES.	Not exceeding ½ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolah.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	19610	7186	364	146	103	52	42	22	9	12	8	5	4	3	4	–	–	1	3	2	–	–	1	1	5	27583
„ 200	11507	3609	190	105	40	28	11	17	7	17	5	8	3	3	4	5	4	2	5	–	1	2	2	1	6	15582
„ 300	4730	1955	92	43	8	5	4	6	2	–	2	1	2	–	–	2	–	–	–	–	–	1	–	–	1	6854
„ 500	4523	2985	161	67	13	6	4	4	2	1	2	2	2	–	–	1	–	1	–	1	–	–	–	–	–	7775
„ 700	1824	1507	62	13	12	5	5	–	1	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	3430
„ 900	1667	2804	188	47	27	13	5	2	3	3	1	–	2	1	–	2	–	–	–	1	–	–	–	–	2	4768
„ 1100	825	2479	149	22	9	3	3	4	3	1	2	–	2	–	–	–	1	–	–	1	–	–	–	–	1	3505
„ 1300	568	3294	251	78	41	28	10	2	6	9	4	1	11	3	1	–	1	–	–	–	–	–	–	–	–	4308
„ 1500	106	524	15	4	–	–	–	–	1	1	–	–	1	–	–	–	–	1	–	–	–	–	–	–	–	653
1500 and upwards	1	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
TOTAL - -	45361	26346	1472	525	253	140	84	57	34	44	24	17	27	10	10	10	6	5	8	5	1	3	3	2	15	74462

LAW-PAPERS, &c., POST PAID.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 100 -	6	6	1	2	–	–	5
„ 200 -	4	1	2	1	–	2	10
„ 300 -	2	3	–	1	1	1	8
„ 500 -	3	1	2	–	–	–	6
„ 700 -	–	–	1	–	–	–	1
„ 900 -	1	1	1	1	–	–	4
„ 1100 -	–	–	–	–	–	–	–
„ 1300 -	2	–	–	–	–	–	2
„ 1500 -	–	–	–	–	–	–	–
1500 and upwards -	–	–	–	–	–	–	–
TOTAL - -	18	12	7	5	1	3	46

LAW-PAPERS, &c., BEARING POSTAGE.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 100 -	19	4	1	1	–	2	27
„ 200 -	2	1	–	1	2	–	6
„ 300 -	–	1	–	–	–	–	1
„ 500 -	1	1	1	–	–	–	3
„ 700 -	–	–	–	–	–	1	1
„ 900 -	6	5	3	–	–	–	14
„ 1100 -	–	–	–	–	–	–	–
„ 1300 -	–	–	–	–	–	–	–
„ 1500 -	–	–	–	–	–	–	–
1500 and upwards -	–	–	–	–	–	–	–
TOTAL - -	28	12	5	2	2	3	52

NEWSPAPERS, &c., POST PAID.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20 -	2	2	–	–	–	–	4
„ 400 -	191	84	13	10	2	–	300
400 and upwards	236	56	16	6	1	2	317
TOTAL - -	429	142	29	16	3	2	621

NEWSPAPERS, &c., BEARING POSTAGE.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20 -	74	9	–	–	–	–	83
„ 400 -	9021	1693	211	116	43	14	11098
400 and upwards -	13802	5466	543	304	76	74	20265
TOTAL - -	22897	7168	754	420	119	88	31446

FREE AND SERVICE LETTERS.

MILES.	Not exceeding ¼ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolah.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	1176	11216	2899	1867	1133	864	498	575	335	363	235	298	185	226	155	177	96	137	87	119	76	86	75	113	1151	24142
„ 200	729	4818	1320	902	474	476	305	252	115	117	75	71	29	51	39	60	28	27	21	27	19	15	13	24	231	10238
„ 300	370	2015	622	440	241	263	130	109	69	62	34	60	17	31	14	32	15	21	9	12	6	4	2	7	96	4681
„ 500	614	3371	772	676	346	290	168	127	66	134	45	72	39	44	20	42	7	18	11	23	4	9	8	9	119	7029
„ 700	334	1618	263	142	146	71	40	40	11	22	9	17	10	5	5	7	1	3	–	1	1	3	1	1	19	2770
„ 900	406	2681	449	296	141	162	86	55	29	32	20	29	18	45	20	13	9	12	7	8	6	7	4	7	1 0	4652
„ 1100	201	1768	317	125	75	57	27	13	9	10	14	5	3	5	1	2	1	3	1	4	2	1	1	–	26	2671
„ 1300	158	1681	394	128	83	64	9	23	14	9	18	19	8	7	3	3	5	5	4	4	6	-	5	2	36	2688
„ 1500	25	507	165	32	13	7	3	2	2	6	–	–	–	–	–	–	–	1	–	–	–	–	1	–	17	781
1500 and upwards	35	57	17	4	2	1	1	1	1	1	–	–	–	–	–	1	–	–	–	–	-	-	–	–	..	121
TOTAL - -	4048	29732	7218	4612	2654	2255	1262	1197	651	756	450	571	309	414	257	337	162	227	140	198	120	125	110	163	1805	59773

FREE AND SERVICE GAZETTES.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20 - - -	-	–	–	–	–	–	–
„ 400 - - -	550	302	277	2	1	4	1136
400 and upwards - - -	425	237	171	9	10	14	866
TOTAL - -	975	539	448	11	11	18	2002

Cecil Beadon, Commissioner.

Appendix (A.), No. 5.

RETURN of the Number of Paid and Unpaid LETTERS, LAW-PAPERS, &c., and NEWSPAPERS, &c., and of SERVICE and FREE COVERS, of all Chargeable Weights, dispatched by Inland Post from all the Post-offices in *India*, in Four Weeks.

LETTERS POST PAID.

MILES.	Not exceeding ½ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolahs.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	108143	30826	1811	952	384	309	124	124	68	46	31	34	17	21	9	13	16	8	8	16	10	12	4	6	32	143024
" 200	56599	16833	1020	482	181	144	96	64	43	34	34	14	23	16	10	26	5	5	6	17	5	2	8	6	21	75694
" 300	26309	9758	603	352	110	69	40	23	12	5	3	3	4	3	1	13	2	1	1	1	–	–	1	–	4	37318
" 500	24208	11631	860	495	179	170	84	79	31	34	31	16	9	9	10	7	5	4	3	6	3	1	–	1	11	37877
" 700	8193	4443	350	194	46	45	16	9	7	2	–	3	1	2	–	1	2	1	–	–	–	–	1	–	1	13317
" 900	5074	3771	293	161	64	42	16	14	8	8	4	4	2	1	–	4	1	–	2	2	–	–	2	2	3	9478
" 1100	3119	3036	192	74	32	18	15	7	3	3	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	6501
" 1300	2361	2190	184	92	45	28	22	10	3	–	–	4	1	1	–	1	–	–	1	–	–	–	1	–	–	4944
" 1500	762	608	26	11	1	–	2	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1411
1500 and upwards	329	206	8	9	1	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	556
TOTAL - -	235097	83302	5337	2822	1043	827	416	330	175	132	103	79	58	53	30	65	31	19	21	42	18	15	17	15	73	330120

LETTERS BEARING POSTAGE.

MILES.	Not exceeding ½ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolahs.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	145270	30250	1358	792	358	292	158	121	116	140	31	69	14	44	16	36	12	36	12	21	5	11	6	10	93	179271
" 200	94771	15519	761	348	131	86	50	45	28	45	13	21	8	9	8	12	6	3	5	5	12	5	2	1	16	111910
" 300	43549	8655	395	173	60	64	16	22	22	10	10	7	2	3	2	5	3	2	3	2	–	1	–	–	7	53013
" 500	40760	10438	580	243	73	43	17	23	6	17	7	6	8	7	3	4	1	3	–	3	–	–	1	–	7	52250
" 700	13133	3853	233	79	31	12	10	8	3	2	–	2	–	1	2	–	–	–	–	–	1	–	–	–	1	17371
" 900	8232	4618	353	106	42	22	10	3	4	4	2	–	2	1	–	2	1	–	–	2	–	–	–	–	2	13406
" 1100	4053	3677	241	74	27	7	6	7	5	2	2	1	2	–	1	–	1	–	–	2	1	–	–	–	1	8110
" 1300	2964	4185	322	113	53	35	14	6	7	12	5	3	11	5	1	2	2	–	–	1	–	1	–	–	–	7742
" 1500	797	724	26	7	–	1	–	–	1	1	–	–	1	–	–	–	1	1	–	–	–	–	–	–	–	1560
1500 and upwards	478	122	3	3	1	–	1	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	609
TOTAL - -	354007	82041	4272	1938	776	562	282	235	192	233	70	109	48	70	33	62	27	45	20	36	19	18	9	11	127	445242

LAW-PAPERS, &c., POST PAID.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 100 -	127	23	11	9	1	6	177
" 200 -	48	27	25	10	1	8	119
" 300 -	32	10	12	4	1	7	66
" 500 -	76	30	15	6	5	10	142
" 700 -	6	6	3	8	1	–	19
" 900 -	7	1	2	1	–	–	11
" 1100 -	3	2	1	2	–	–	8
" 1300 -	6	2	3	–	–	–	11
" 1500 -	1	2	–	–	–	–	3
1500 and upwards -	–	–	–	–	–	–	–
TOTAL - -	306	103	72	35	9	31	556

LAW-PAPERS, &c., BEARING POSTAGE.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 100 -	71	20	14	10	2	5	122
" 200 -	24	13	14	6	5	7	69
" 300 -	11	7	3	5	2	2	30
" 500 -	30	6	9	–	2	1	48
" 700 -	4	–	1	–	–	1	6
" 900 -	14	8	5	3	–	–	30
" 1100 -	2	–	–	1	–	–	3
" 1300 -	5	–	1	–	–	–	6
" 1500 -	–	–	2	–	–	–	2
1500 and upwards -	–	–	–	–	–	–	–
TOTAL - -	161	54	49	25	11	16	316

NEWSPAPERS, &c., POST PAID.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20 -	126	25	4	1	–	–	156
„ 400 -	2619	373	82	16	5	16	3111
400 and upwards -	2793	312	39	19	5	9	3177
TOTAL - -	5538	710	125	36	10	25	6444

NEWSPAPERS, &c., BEARING POSTAGE.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20 -	1131	220	13	11	1	4	1380
„ 400 -	48465	5717	550	203	69	67	55071
400 and upwards -	35182	7340	804	353	79	103	43861
TOTAL - -	84778	13277	1367	567	149	174	100312

FREE AND SERVICE LETTERS.

MILES.	Not exceeding ½ Tolah.	Not exceeding 1 Tolah.	Not exceeding 1½ Tolah.	Not exceeding 2 Tolahs.	Not exceeding 2½ Tolahs.	Not exceeding 3 Tolahs.	Not exceeding 3½ Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 4½ Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 5½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 6½ Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 7½ Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 8½ Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 9½ Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 10½ Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 11½ Tolahs.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.
Not exceeding 100	7981	67223	10465	15603	3709	5305	1638	3683	1033	2102	669	1560	505	923	430	1043	307	601	314	1110	216	379	195	1243	4271	132508
„ 200	4748	28145	3941	6188	1447	2101	715	1349	337	697	227	470	113	249	129	287	83	169	73	311	44	107	59	232	1036	53257
„ 300	4356	19714	2541	3504	931	1315	455	738	234	435	168	281	115	183	118	198	61	132	68	156	42	61	37	136	805	36784
„ 500	5702	25562	2832	3979	1092	1424	548	741	237	470	165	345	144	195	119	241	61	179	101	161	37	91	32	227	771	45366
„ 700	3685	14254	1016	1603	392	526	177	301	85	173	41	142	40	56	40	69	19	88	26	43	8	25	5	57	233	23104
„ 900	2438	10122	971	1272	317	470	141	227	59	179	56	98	44	97	51	81	26	110	27	86	16	22	12	40	366	17328
„ 1100	801	6952	612	1118	179	390	72	210	60	194	57	98	62	58	22	74	13	86	24	69	5	19	25	27	233	11450
„ 1300	279	5590	539	1020	140	352	34	204	26	117	25	96	12	40	6	75	9	46	9	64	8	31	6	52	363	9143
„ 1500	166	2118	202	214	28	53	16	38	5	28	4	21	–	8	2	15	1	5	2	10	1	–	2	13	37	2989
1500 and upwards	216	1649	46	47	17	8	1	9	2	5	1	11	1	–	–	2	–	-	1	2	–	3	–	1	6	2028
TOTAL - -	30372	181329	23165	34548	8162	11944	3797	7500	2068	4400	1413	3122	1036	1809	917	2085	580	1416	645	2012	377	738	373	2028	8121	333957

FREE AND SERVICE GAZETTES.

MILES.	Not exceeding 3½ Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 15 Tolahs.	Above 15 Tolahs.	TOTAL.
Not exceeding 20 - - -	115	40	8	1	2	11	177
„ 400 - - -	4249	1267	698	110	59	905	7288
400 and upwards - - -	3016	857	387	90	41	213	4604
TOTAL - -	7380	2164	1093	201	102	1129	12069

Cecil Beadon, Commissioner.

Appendix (A.), No. 6.

STATEMENT of the Amount of Postage Due on Chargeable LETTERS, LAW-PAPERS, &c., dispatched by Inland Post from all the Post-offices in *India* during Four Weeks, with a Calculation of the same for One Year.

	Bengal.			North-western Provinces.			Madras.			Bombay.			TOTAL.		
	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*
Letters - - - - - -	24665	1	–	40068	2	6	21271	9	6	23257	14	6	109262	11	6
Law-papers, &c. - - - -	208	1	–	49	14	–	125	7	–	52	10	–	436	–	–
TOTAL for Four Weeks - -	24873	2	–	40118	–	6	21397	–	6	23310	8	6	109698	11	6
Letters - - - - - -	321526	11	3	522317	–	7	277290	6	8	303183	6	8	1424317	9	2
Law-papers, &c. - - - -	2712	4	–	650	2	6	1635	2	8	686	–	–	5683	9	2
TOTAL for One Year - - -	324238	15	3	522967	3	1	278925	9	4	303869	6	8	1430001	2	4

Cecil Beadon, Commissioner.

Appendix (A.), No. 7.

STATEMENT, showing the Amount of Postage that would have been realized on Chargeable LETTERS, LAW-PAPERS, &c., dispatched by Inland Post from all the Post-offices in *India* at an uniform Rate of 1 Anna the Quarter Tolah, with an ascending Scale of 1 Tolah, 1½ Tolahs, 2 Tolahs, and afterwards by Tolah, for Four Weeks and for One Year.

	Bengal.			North-western Provinces.			Madras.			Bombay.			TOTAL.		
	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*
Letters - - - - - -	15570	1	–	23565	2	–	14950	1	–	10447	3	–	64532	7	–
Law-papers, &c. - - - -	350	6	–	55	2	–	275	10	–	86	12	–	767	14	–
TOTAL for Four Weeks - -	15920	7	–	23620	4	–	15225	11	–	10533	15	–	65300	5	–
Letters - - - - - -	202966	14	2	307188	3	9	194884	11	10	136186	8	9	841226	6	6
Law-papers - - - - -	4567	6	2	718	9	6	3592	15	6	1130	13	7	10009	12	9
TOTAL for One Year - - -	207534	4	4	307906	13	3	198477	11	4	137317	6	4	851236	3	3

N.B.—The effect of adopting this scheme would be to raise the postage on 4,210,236, to leave it unaltered on 2,436,974, and to lower it on 3,460,186 inland letters passing through the Post-office in one year. The postage on all Law-papers, &c., would also be raised.

Cecil Beadon, Commissioner.

Appendix (A.), No. 8.

STATEMENT, showing the Amount of Postage that would have been realized on Chargeable LETTERS, LAW-PAPERS, &c., dispatched by Inland Post from all the Post-offices in *India* at an uniform Rate of Half an Anna the Quarter Tolah, with an ascending Scale of Half a Tolah, 1 Tolah, 1½ Tolah, 2 Tolahs, and afterwards by Tolahs, for Four Weeks and for One Year.

	Bengal.			North-western Provinces.			Madras.			Bombay.			TOTAL.		
	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*
Letters - - - - - -	9602	9	6	13822	13	–	8624	10	–	6918	9	6	38968	10	–
Law-papers, &c. - - - -	350	6	–	55	2	–	275	10	–	86	12	–	767	14	–
TOTAL for Four Weeks - -	9952	15	6	13877	15	–	8900	4	–	7005	5	6	39736	8	–
Letters - - - - - -	125176	10	8	180190	3	9	112428	2	4	90188	12	11	507983	13	8
Law-papers, &c. - - - -	4567	6	2	718	9	6	3592	15	6	1130	13	7	10009	12	9
TOTAL for One Year - - -	129744	–	10	180908	13	3	116021	1	10	91319	10	6	517993	10	5

N.B.—The effect of adopting this scheme would be to raise the postage on 355,627, to leave it unaltered on 4,026,379, and to lower it on 5,725,390 inland letters passing through the Post-office in one year. The postage on all law-papers, &c., would also be raised.

In preparing this statement, it has been necessary to determine what proportion of the double letters should be taken as not exceeding half a tolah, and what proportion as exceeding half a tolah, but not exceeding 1 tolah. The proportions assumed are nine parts of the former, and four parts of the latter. It is shown in Appendix (A.), No. 10, that the average actual weight of a single letter is $\frac{7}{10}$ of a quarter tolah, or $\frac{7}{40}$ of a tolah. From this it is inferred that the average weight of letters exceeding a quarter, but not exceeding half a tolah, is $\frac{1}{4} + \frac{7}{40} = \frac{17}{40}$ of a tolah; of letters exceeding a half, but not exceeding three quarters of a tolah, $\frac{1}{2} + \frac{7}{40} = \frac{27}{40}$ of a tolah; and of letters exceeding three quarters of a tolah, $\frac{3}{4} + \frac{7}{40} = \frac{37}{40}$ of a tolah. Now, by adding together one letter at $\frac{37}{40}$, three at $\frac{27}{40}$, and nine at $\frac{17}{40}$, we obtain a total of 13 letters, weighing $\frac{271}{40}$ tolahs, which gives a small fraction more than half a tolah for each letter, that being the average weight of double letters, as shown in Appendix (A.), No. 10.

Cecil Beadon, Commissioner.

Appendix, (A.), No. 9.

STATEMENT, showing the Amount of Postage that would have been realized on Chargeable LETTERS, LAW-PAPERS, &c., dispatched by Inland Post from all the Post-offices in *India* at a Rate of Half an Anna the Quarter Tolah on Letters, Law-papers, &c., sent to Distances not exceeding 100 Miles, and an Anna the Half Tolah on all other Letters, Law-papers, &c., with an ascending Scale of Half a Tolah, 1 Tolah, 1½ Tolah, 2 Tolahs, and afterwards by Tolahs.

	Bengal.			North-western Provinces.			Madras.			Bombay.			TOTAL.		
	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*
Letters - - - - - -	11799	6	–	18464	13	6	11181	13	–	8012	15	–	49458	15	6
Law-papers, &c. - - - -	350	6	–	55	2	–	275	10	–	86	12	–	767	14	–
TOTAL for Four Weeks - -	12149	12	–	18519	15	6	11457	7	–	8099	11	–	50226	13	6
Letters - - - - - -	153813	4	6	240702	6	10	145762	14	7	104454	5	9	644732	15	8
Law-papers, &c. - - - -	4567	6	2	718	9	6	3592	15	6	1130	13	7	10009	12	9
TOTAL for One Year - - -	158380	10	8	241421	–	4	149355	14	1	105585	3	4	654742	12	5

Cecil Beadon, Commissioner.

Appendix (A.), No. 10.

RETURN of the actual Weighment of LETTERS and NEWSPAPERS at the *Calcutta* General Post-office, showing the Difference between their Chargeable and Actual Weights.

	Number of Covers.	Chargeable Weight.	Actual Weight.	Difference.	Difference per Cent.
Letters:					
Not exceeding ½ tolah	40411	10102¾	7119¾	2983	29½
" 1 "	23299	23299	11773¼	11525¾	49½
" 1½ "	1569	2353½	1964	389½	16½
" 2 "	599	1198	1052½	145½	12
" 2½ "	277	697½	618½	79	11¼
Above 2½ "	503	3653¼	3433½	219¾	6
Newspapers:					
Not exceeding 3½ tolahs	27735	97072½	70552¼	26520¼	27½
" 6 "	2242	13452	10363	3089	23
" 9 "	1142	10278	7764	2514	24½
Above 9 "	473	5676	4947¾	728¼	12¾

Cecil Beadon, Commissioner.

Appendix (A.), No. 11.

STATEMENT of the Number, Chargeable Weight, and estimated Actual Weight of all COVERS dispatched by Inland Post from all the Post-offices of *India* in a Period of Four Weeks; showing also the proportionate Number and Weight, and the average Weight of each Description of Cover.

DESCRIPTION.	Number of Covers.	Per Centage.	Chargeable Weight of Covers.	Per Centage.	Actual Weight of Covers.	Per Centage.	Average Weight of each Cover.
Chargeable Letters:							
Bengal	178372	63·94	92826¾	22·01	58569	18·13	
North-west Provinces	299639	63·74	126862½	21·89	83125	18·63	
Madras	192976	68·51	79981½	26·49	51502	22·59	
Bombay	104375	52·63	67603¾	17·53	43192	14·49	
	775362	63·09	367274½	21·75	236388	18·25	·304
Ditto Law-papers:							
Bengal	334	·12	2735	·65	2212	·68	
North-west Provinces	74	·01	421½	·07	323	·07	
Madras	366	·13	2082	·69	1630	·71	
Bombay	98	·05	671	·17	537	·18	
	872	·07	5909½	·35	4702	·36	5·392
Ditto Newspapers:							
Bengal	27985	10·03	108594½	25·75	80040	24·77	
North-west Provinces	28323	6·03	102315½	17·65	74820	16·77	
Madras	18381	6·53	75554	25·03	56230	24·67	
Bombay	32067	16·17	141860	36·77	106613	35·76	
	106756	8·68	428324	25·36	317703	24·53	2·975
Free and Service Letters:							
Bengal	68030	24·39	179979	42·68	151441	46·87	
North-west Provinces	137920	29·34	329463	56·85	272003	60·96	
Madras	68234	24·22	135517	44·89	111991	49·13	
Bombay	59773	30·14	163780	42·46	138746	46·54	
	333957	27·17	808739	47·88	674181	52·04	2·018
Ditto Gazettes:							
Bengal	4249	1·52	37544	8·91	30848	9·55	
North-west Provinces	4109	·87	20501	3·54	15932	3·57	
Madras	1709	·61	8751½	2·90	6573	2·90	
Bombay	2002	1·01	11836½	3·07	9030	3·03	
	12069	·99	78633	4·66	62383	4·82	5·168
Total Covers:							
Bengal	278970	100·	421679¼	100·	323110	100·	
North-west Provinces	470065	100·	579563½	100·	446203	100·	
Madras	281666	100·	301886	100·	227926	100·	
Bombay	198315	100·	385751¼	100·	298118	100·	
	1229016	100·	1688880	100·	1295357	100·	1·053

Cecil Beadon, Commissioner.

Appendix (A.), No. 12.

STATEMENT of the Actual Charges of the POST-OFFICE in *India* (exclusive of those debitable to Passenger and Bullock Train Establishments), for One Year; distinguishing between Cost of Receipt and Distribution, Cost of Inland Transit, and Miscellaneous Charges.

HEAD OF CHARGE.	Receipt and Distribution.			Inland Transit.			Miscellaneous.			TOTAL.		
	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*
1. *Salaries.*												
Bengal	54202	6	9	-	-	-	-	-	-	54202	6	9
North-west Provinces	72456	2	10	-	-	-	-	-	-	72456	2	10
Madras	45524	15	10	-	-	-	-	-	-	45524	15	10
Bombay	55034	13	6	-	-	-	-	-	-	55034	13	6
TOTAL	227218	6	11	-	-	-	-	-	-	227218	6	11
2. *Office Establishment.*												
Bengal	115132	3	6	-	-	-	10263	2	–	125395	5	6
North-west Provinces	117454	3	4	-	-	-	-	-	-	117454	3	4
Madras	108405	4	1	-	-	-	5676	–	–	114081	4	1
Bombay	53483	12	3	-	-	-	7224	–	–	60707	12	3
TOTAL	394475	7	2	-	-	-	23163	2	–	417638	9	2
3. *Office Contingencies.*												
Bengal	37909	1	7	-	-	-	-	-	-	37909	1	7
North-west Provinces	37496	2	7	-	-	-	-	-	-	37496	2	7
Madras	17821	1	2	-	-	-	-	-	-	17821	1	2
Bombay	11066	15	6	-	-	-	-	-	-	11066	15	6
TOTAL	104293	4	10	-	-	-	-	-	-	104293	4	10
4. *Pay of Runners.*												
Bengal	-	-	-	204930	15	1	-	-	-	204930	15	1
North-west Provinces	-	-	-	238061	4	6	-	-	-	238061	4	6
Madras	-	-	-	195839	15	5	-	-	-	195839	15	5
Bombay	-	-	-	140483	1	1	-	-	-	140483	1	1
TOTAL	-	-	-	779315	4	1	-	-	-	779315	4	1
5. *Mail Carts and Mounted Dawks, including Cost of Panwell Steamer.*												
Bengal	-	-	-	54858	–	–	-	-	-	54858	–	–
North-west Provinces	-	-	-	144122	4	4	-	-	-	144122	4	4
Madras	—			—			—			—		
Bombay	-	-	-	131720	3	–	-	-	-	137120	3	–
TOTAL	-	-	-	330700	7	4	-	-	-	330700	7	4
6. *Transit Contingencies.*												
Bengal	-	-	-	18716	1	2	-	-	-	18716	1	2
North-west Provinces	-	-	-	11273	6	2	-	-	-	11273	6	2
Madras	-	-	-	15767	13	1	-	-	-	15767	13	1
Bombay	-	-	-	14018	2	1	-	-	-	14018	2	1
TOTAL	-	-	-	59775	6	6	-	-	-	59775	6	6
Carried up: Bengal	207243	11	10	278505	–	3	10263	2	–	496011	14	1
Carried up: North-west Provinces	227406	8	9	393456	15	–	-	-	-	620863	7	9
Carried up: Madras	171751	5	1	211607	12	6	5676	–	–	389035	1	7
Carried up: Bombay	119585	9	3	286221	6	2	7224	–	–	413030	15	5
TOTAL	725987	2	11	1169791	1	11	23163	2	–	1918941	6	10

HEAD OF CHARGE.	Receipt and Distribution.			Inland Transit.			Miscellaneous.			TOTAL.		
	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*
Brought up — Bengal	207243	11	10	278505	–	3	10263	2	–	496011	14	1
Brought up — North-west Provinces	227406	8	9	393456	15	–	-	-	-	620863	7	9
Brought up — Madras	171751	5	1	211607	12	6	5676	–	–	389035	1	7
Brought up — Bombay	119585	9	3	286221	6	2	7224	–	–	413030	15	5
TOTAL	725987	2	11	1169791	1	11	23163	2	–	1918941	6	10
7. *Gratuity to Captains.*												
Bengal	-	-	-	-	-	-	5326	6	8	5326	6	8
North-west Provinces	—			—			—			—		
Madras	-	-	-	-	-	-	2414	15	–	2414	15	–
Bombay	-	-	-	-	-	-	1429	4	–	1429	4	–
TOTAL	-	-	-	-	-	-	9170	9	8	9170	9	8
8. *Kurachee Contract.*												
Bombay	-	-	-	-	-	-	65000	–	–	65000	–	–
9. *Banghies.*												
Bengal	-	-	-	-	-	-	34217	3	11	34217	3	11
North-west Provinces	-	-	-	-	-	-	16119	9	7	16119	9	7
Madras	-	-	-	-	-	-	36083	14	2	36083	14	2
Bombay	-	-	-	-	-	-	20000	–	–	20000	–	–
TOTAL	-	-	-	-	-	-	106420	11	8	106420	11	8
10. *Expresses.*												
Bengal	-	-	-	-	-	-	5568	13	–	5568	13	–
North-west Provinces	-	-	-	-	-	-	48	–	–	48	–	–
Madras	-	-	-	-	-	-	1100	7	3	1100	7	3
Bombay	-	-	-	-	-	-	2961	12	6	2961	12	6
TOTAL	-	-	-	-	-	-	9679	–	9	9679	–	9
11. *Pensions.*												
Bengal	-	-	-	-	-	-	5199	2	5	5199	2	5
North-west Provinces	-	-	-	-	-	-	2261	13	4	2261	13	4
Madras	-	-	-	-	-	-	1003	2	8	1003	2	8
Bombay	—			—			—			—		
TOTAL	-	-	-	-	-	-	8464	2	5	8464	2	5
Total.												
Bengal	207243	11	10	278505	–	3	60574	12	–	546323	8	1
North-west Provinces	227406	8	9	393456	15	–	18429	6	11	639292	14	8
Madras	171751	5	1	211607	12	6	46278	7	1	429637	8	8
Bombay	119585	9	3	286221	6	2	96615	–	6	502421	15	11
GRAND TOTAL	725987	2	11	1169791	1	11	221897	10	6	2117675	15	4
Per-Centage.												
Bengal	37·93			50·98			11·09			100·		
North-west Provinces	35·57			61·55			2·88			100·		
Madras	39·98			49·25			10·77			100·		
Bombay	23·78			56·94			19·28			100·		
India	34·29			55·23			10·48			100·		

Cecil Beadon, Commissioner.

Appendix (A.), No. 13.

Statement of the Estimated Number and Actual Weight of Chargeable and Service Covers dispatched by Inland Post from all the Post-offices of *India* in One Year, and the Average Cost of receiving and distributing and of conveying each Description of Cover.

	Number of Letters.	Per-Centage.	Actual Weight in Tolahs.	Per-Centage.	Annual Cost of Distribution, chargeable on Tale.	Average Cost of distributing each Cover.	Annual Cost of Conveyance, chargeable on Weight.	Average Cost of conveying each Cover.	Total Cost of each Cover.
					Rs. a. p.	*Annas.*	*Rs. a. p.*	*Annas.*	
Chargeable Letters and Law-papers	10118763	63·16	3142779	18·61	458534 – –	·725	217698 – –	·3442	1·0692
Ditto - Newspapers	1391640	8·69	4141484	24·52	63088 – –	·725	286833 – –	3·2977	4·0227
Free and Service Covers	4510696	28·15	9601636	56·87	204365 – –	·725	665260 – –	2·3597	3·0847
	16021099	100·	16885899	100·	725987 – –	·725	1169791 – –	1·1682	1·8932

Cecil Beadon, Commissioner.

Appendix (A.), No. 14.

Statement of the Number and Proportion of Paid and Unpaid Chargeable Letters of each Weight dispatched by Inland Post from all the Post-offices in *India*, in a Period of Four Weeks.

	Not exceeding ½ Tolah.		Not exceeding 1 Tolah.		Exceeding 1 Tolah.		Total.	
	Paid.	Unpaid.	Paid.	Unpaid.	Paid.	Unpaid.	Paid.	Unpaid.
Bengal	51085	74008	22787	24783	2876	2833	76748	101624
North-west Provinces	80640	164040	28191	20250	3950	2568	112781	186858
Madras	87120	70598	21618	10662	1940	1038	110678	82298
Bombay	16252	45361	10706	26346	2955	2755	29913	74402
	235097	354007	83302	82041	11721	9194	330120	445242
	589104		165343		20915		775362	
	75·98 per cent.		21·32 per cent.		2·70 per cent.			

Cecil Beadon, Commissioner.

Appendix (A.), No. 15.

Statement of the Number and Proportion of Chargeable Letters dispatched by Inland Post to each Chargeable Distance from all the Post-offices in *India*, in a Period of Four Weeks.

	Not exceeding 100 Miles.	Not exceeding 200 Miles.	Not exceeding 300 Miles.	Above 300 Miles.	Total.
Bengal	79030	43701	16542	39009	178372
North-west Provinces	114012	79583	36319	69725	299639
Madras	89316	42769	27645	33246	192976
Bombay	39937	21461	9825	33152	104375
Total for 28 Days	322205	187004	90331	175132	775362
Total for One Year	4201345	2445552	1177530	2282970	10107397
Per-centage	41·57	24·19	11·65	22·59	100·

Cecil Beadon, Commissioner.

Appendix (A.), No. 16.

RETURN of the Number of Paid and Bearing Native and European LETTERS dispatched by Inland Post, in One Week, from certain Post-offices in the *Bengal* Presidency.

NAMES OF POST-OFFICES.	EUROPEAN.		NATIVE.		TOTAL.	
	Paid.	Bearing.	Paid.	Bearing.	Paid.	Bearing.
Calcutta General Post-office	2363	3262	2328	5190	4691	8452
Dacca	308	110	513	399	821	509
Patna	165	23	413	1045	578	1068
Berhampore	214	133	276	456	490	589
Chittagong	61	19	191	91	252	110
Benares	487	115	620	1665	1107	1780
Mirzapore	213	55	922	1396	1135	1451
Nagpore	66	8	403	55	469	63
Lucknow	286	71	653	1510	939	1581
Lahore	470	227	178	896	648	1123
Mooltan	126	36	10	127	136	163
Cawnpore	737	320	735	2271	1472	2591
Bhaugulpore	134	45	105	226	239	271
Indore	43	13	273	256	316	269
Gwalior	114	86	513	151	627	237
Hooghly	151	53	176	715	327	768
Burdwan	153	28	141	480	294	508
Jypore	15	7	634	43	649	50
Wuzeerabad	486	126	46	564	532	690
Peshawur	177	65	41	258	218	323
Tirhoot	201	45	218	334	419	379
Delhi	349	544	809	3145	1158	3689
Landour	414	125	29	97	443	222
Cutwa	5	18	213	214	218	232
Culnah	33	15	84	212	117	227
Nalchitty	-	-	37	55	37	55
Serajgunge	40	20	85	80	125	100
Jeagunge	2	-	204	463	206	463
Chandernagore	107	79	128	86	235	165
Sasseram	-	-	39	69	39	69
Barh	5	2	57	62	62	64
Shekoabad	13	8	123	375	136	383
Futtehpore	3	-	94	247	97	247
Hatrass	28	5	69	1088	97	1093
Rewaree	5	-	183	235	188	235
Oogein	-	-	86	38	86	38
Rutlam	3	-	72	30	75	30
Chunar	84	20	35	94	119	114
Rewa	-	-	58	27	58	27
TOTAL	8061	5683	11794	24745	19855	30428

Cecil Beadon, Commissioner.

Appendix (A.), No. 17.

STATEMENT of the Number of, and Nominal Postage on, FREE and SERVICE LETTERS and GAZETTES dispatched by Inland Post from all the Post-offices of *India*, in a Period of 28 Days, with a Calculation of the same for One Year.

NAME OF PRESIDENCY.	Not exceeding 12 Tolahs.	Above 12 Tolahs.	TOTAL.	Nominal Postage. Rs.	a.	p.
Bengal	69363	2916	72279	44827	7	6
North-west Provinces	138659	3370	142029	74890	4	6
Madras	68711	1232	69943	32202	1	-
Bombay	59941	1834	61775	37649	5	-
TOTAL for 28 Days	336674	9352	346026	189569	2	-
Bengal	904196	38012	942208	584358	1	2
North-west Provinces	1807519	43930	1851449	976248	4	11
Madras	895697	16060	911757	419776	14	2
Bombay	781374	23908	805282	490785	10	10
TOTAL for One Year	4388786	121910	4510696	2471168	15	1

Cecil Beadon, Commissioner.

Appendix (A.), No. 18.

RETURN of the ESTABLISHMENT maintained in connexion with the Nizamut Dawk between *Calcutta* and *Moorshedabad*.

	Rs.	a.	p.	Rs.	a.	p.
Sudder Chowkee Moorshedabad:						
1 Moonshee	10	10	8			
3 Hurkarahs at *Rs.* 4. 4. 3.	12	12	9	23	7	5
Chowkee Bhaubdah:						
1 Uddahdar	5	5	4			
3 Runners, 2 at *Rs.* 2. 14. 10. and 1 at *Rs.* 1. 10. 7.	8	8	3	13	13	7
Chowkee Daudpore:						
1 Uddahdar	4	4	3			
2 Runners at *Rs.* 3. 11. 8.	7	7	4	11	11	7
Chowkee Koolbariah:						
1 Uddahdar	4	4	3			
2 Runners at *Rs.* 3. 11. 8.	7	7	4	11	11	7
Chowkee Khooshalpoor:						
1 Uddahdar	4	4	3			
3, 2 Runners at *Rs.* 3. 3. 2. and 1 Manjee at *Rs.* 5. 5. 4.	11	11	8	15	15	11
Chowkee Baultallee:						
1 Uddahdar	4	4	3			
2 Runners at *Rs.* 3. 11. 8.	7	7	4	11	11	7
Chowkee Koomrewah:						
1 Uddahdar	4	4	3			
3 Runners, 2 at *Rs.* 2. 14. 10. and 1 at *Rs.* 3. 3. 2.	9	–	10	13	5	1
Chowkee Mirzapore:						
1 Uddahdar	6	6	4			
3 Runners, 2 at *Rs.* 2. 14. 10. and 1 at *Rs.* 3. 3. 2.	9	–	10			
1 Manjee	1	1	–	16	8	2
Chowkee Inchoorah:						
1 Uddahdar	4	4	3			
3 Runners, 2 at *Rs.* 2. 14. 10. and 1 at *Rs.* 3. 3. 2.	9	–	10	13	15	1
Chowkee Nawah Sarai:						
1 Uddahdar	4	4	3			
2 Runners at *Rs.* 3. 11. 8.	7	7	4	11	11	7
Chowkee Hooglee:						
1 Uddahdar	4	4	3			
2 Runners at *Rs.* 3. 11. 8.	7	7	4	11	11	7
Chowkee Nawabgunje:						
1 Uddahdar	4	4	3			
3, 2 Runners at *Rs.* 4. 4. 3. and 1 Manjee at *Rs.* 4. 4. 3.	12	12	9	17	1	–
Chowkee Chitpoor:						
1 Moonshee	11	11	8			
3 Runners at *Rs.* 4. 4. 3.	12	12	9	24	8	5
TOTAL - - *Company's Rupees*	-	-	-	197	4	7

Memorandum.

The usual time occupied in the transit of the Nizamut Dawk between Moorshedabad and Calcutta, 50 to 60 hours.

Average number of letters and parcels conveyed in the course of a month:
Upwards - 580 letters and 80 parcels.
Downwards, 378 ditto and 25 ditto.

Moorshedabad, 18 September 1850.

(signed) *Mirza Ally Hossain Khan.*

(True copy.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 19.

RETURN of the Number, Weight and Postage of CLUBBED LETTERS said to have been posted and received at the Post-offices of *Baroda, Kaira, Ahmedabad, Dholera* and *Bhownuggur*, from the 20th June to the 19th November 1850.

OFFICES.	RECEIVED. Number of Clubbed Packets.	Estimated Number of Letters contained in ditto.	TOTAL Weight.	Amount of Postage. Rs.	a.	p.	DESPATCHED. Number of Clubbed Packets.	Estimated Number of Letters contained in ditto.	TOTAL Weight.	Amount of Postage. Rs.	a.	p.
Baroda - - -	1552	26615	2477	279	13	–	1283	24290	2189¾	244	3	–
Kaira - - -	239	1623	274¾	100	9	–	211	1584	222¾	77	11	6
Ahmedabad - -	2477	58538	5139¼	1460	7	6	2655	61978	5311	1121	2	–
Dholera - - -	745	16034	1129½	179	5	6	662	14727	1194½	132	15	6
Bhownuggur - -	471	5701	653¾	49	–	–	417	6024	647¾	53	14	–
TOTAL - -	5484	108511	9674¼	2069	3	–	5228	108603	9565¾	1629	14	–

(signed) *F. G. Harrison*, Postmaster in Guzerat.

(True copy.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 20.

STATEMENT, showing the Weight of BANGHY PARCELS carried in the Mail Cart from *Allyghur* Post-office to the following Stations, during the Month of January 1851.

Month and Date.		Weight of Banghy Parcel carried in Mail Cart for Cawnpore. *Md.*	*s.*	*c.*	Weight of Banghy Parcel carried in Mail Cart for Meerut. *Md.*	*s.*	*c.*	Weight of Banghy Parcel carried in Mail Cart for Delhi. *Md.*	*s.*	*c.*	Weight of Banghy Parcel carried in Mail Cart for Agra. *Md.*	*s.*	*c.*	REMARKS.
January -	1	–	15	–	–	9	8	–	8	–	–	1	8	by mail cart, along with the mail.
" -	2	1	5	–	1	8	–	–	10	–	–	5	–	- - ditto.
" -	2	-	-	-	–	26	–	-	-	-	-	-	-	by carriage dawk, with traveller.
" -	3	–	17	–	1	4	–	–	24	–	1	–	–	by mail cart, along with the mail.
" -	4	–	20	–	1	6	–	–	16	–	–	15	–	- - ditto.
" -	5	–	20	–	–	18	–	–	11	–	–	20	–	- - ditto.
" -	6	1	–	–	–	28	–	–	18	–	–	12	–	- - ditto.
" -	7	–	5	–	1	8	–	–	32	–	–	6	–	- - ditto.
" -	8	1	6	–	1	14	–	–	14	–	–	15	–	- - ditto.
" -	9	–	10	–	1	14	–	–	15	–	–	20	–	- - ditto.
" -	10	–	20	–	1	25	–	–	20	–	–	5	–	- - ditto.
" -	11	–	25	–	2	10	–	–	14	–	–	10	–	- - ditto.
" -	12	–	1	–	–	15	–	–	10	–	1	20	–	- - ditto.
" -	12	-	-	-	–	8	–	-	-	-	-	-	-	by special mail cart.
" -	13	–	36	–	1	28	–	–	7	–	1	30	–	by mail cart, along with the mail.
" -	14	–	10	–	–	12	–	–	9	–	1	15	–	- - ditto.
" -	15	1	30	–	–	1	8	–	10	–	–	35	–	- - ditto.
" -	16	1	20	–	–	14	–	–	16	–	–	10	–	- - ditto.
" -	17	–	5	–	–	31	–	–	10	–	–	7	–	- - ditto.
" -	18	–	10	–	–	17	–	–	10	–	–	20	–	- - ditto.
" -	19	–	25	–	1	38	–	–	8	–	–	10	–	- - ditto.
" -	20	–	30	–	–	28	–	–	15	–	2	–	–	- - ditto.
" -	21	–	10	–	–	12	–	–	20	–	–	30	–	- - ditto.
" -	22	2	–	–	–	10	–	–	22	–	–	15	–	- - ditto.
" -	23	–	30	–	–	17	–	–	20	–	–	20	–	- - ditto.
" -	24	–	15	–	–	28	–	–	21	–	2	–	–	- - ditto.
" -	25	–	36	–	–	32	–	–	11	–	–	20	–	- - ditto.
" -	26	1	14	–	2	10	–	–	26	–	1	5	–	- - ditto.
" -	26	2	10	–	–	35	–	–	22	–	1	8	–	- - ditto.
" -	27	1	36	–	1	26	–	–	20	–	–	18	–	- - ditto.
" -	28	-	-	-	2	10	–	-	-	-	-	-	-	by special truck.
" -	28	1	10	–	–	23	–	–	26	–	–	27	–	by mail cart, along with the mail.
" -	29	–	30	–	1	2	–	–	20	–	1	5	–	- - ditto.
" -	30	-	-	-	–	37	–	-	-	-	-	-	-	by special truck.
" -	30	–	30	–	1	6	–	–	15	–	–	15	–	by mail cart, along with the mail.
" -	31	–	25	–	–	37	–	–	11	–	1	10	–	- - ditto.

(signed) *G. Paton*, Postmaster.

Appendix (A.), No. 21.

MEMORANDUM of the Weight of BANGHY PARCELS despatched from and received at the *Benares* Post-office in the Mail Cart, during the Month of January 1851.

YEAR.	DATE.	DESPATCH.			RECEIPT.		
		Md.	*s.*	*c.*	*Md.*	*s.*	*c.*
January 1851 - -	1	–	7	10	–	14	8
" - -	2	–	39	4	–	27	2
" - -	3	1	21	1	–	23	13
" - -	4	2	6	1	–	31	12
" - -	5	–	5	9	–	17	12
" - -	6	1	32	10	–	35	15
" - -	7	–	38	8	1	5	4
" - -	8	–	16	13	1	4	8
" - -	9	1	28	4	1	22	12
" - -	10	2	2	14	–	36	9
" - -	11	0	35	7	–	27	11
" - -	12	- no despatch -			–	39	12
" - -	13	1	17	5	–	30	11
" - -	14	–	17	14	–	18	4
" - -	15	–	–	14	–	19	2
" - -	16	1	16	7	–	18	1
" - -	17	- no despatch -			–	15	8
" - -	18	–	16	11	1	13	8
" - -	19	1	3	4	–	21	3
" - -	20	1	1	7	–	23	14
" - -	21	1	6	5	–	29	6
" - -	22	1	15	7	–	19	10
" - -	23	2	6	15	–	11	–
" - -	24	1	33	4	1	12	3
" - -	25	1	39	10	–	31	7
" - -	26	1	33	4	–	29	5
" - -	27	2	21	3	–	38	3
" - -	28	2	19	11	–	8	3
" - -	29	–	37	8	–	10	13
" - -	30	–	9	–	–	10	12
" - -	31	1	28	9	–	36	4

Benares, Post-office, 9 February 1851. *D. Butter*, Postmaster.

Appendix (A.), No. 22.

ACTUAL RECEIPTS of the General and Subordinate POST-OFFICES in the *Bengal* Presidency, for Twelve Years ending with 1848–49.

YEARS.	Postage on Letters, &c.		Postage on Banghies.	Fines.	Rent.	TOTAL.
	Ship.	Inland.				
	Rs.	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
1837–38 - -	74315	458050	57099	6707	- -	596171
1838–39 - -	72084	477406	50139	5651	- -	605280
1839–40 - -	67428	420526	51712	7591	- -	547257
1840–41 - -	74677	420113	58364	15161	- -	568315
1841–42 - -	90492	456903	60835	9154	- -	617384
1842–43 - -	96631	461249	55483	10609	- -	623972
1843–44 - -	105150	464628	52670	12146	- -	634594
1844–45 - -	114336	464592	50964	17900	32	647824
1845–46 - -	78528	480116	47538	33694	32	639908
1846–47 - -	67599	420011	45698	- -	32	533340
1847–48 - -	68733	401355	41537	1478	32	513135
1848–49 - -	55705	385504	41453	2944	- -	485606
TOTAL - - *Rs.*	965678	5369453	613492	123035	128	6971786

Cecil Beadon, Commissioner.

Appendix (A.), No. 23.

ACTUAL CHARGES of the General and Subordinate POST-OFFICES in the *Bengal* Presidency, for Twelve Years ending with 1848–49.

YEARS.	Salaries and Establishment.	Contingencies.	Pensions.	TOTAL.
	Rs.	*Rs.*	*Rs.*	*Rs.*
1837–38 - - - -	477798	68914	60	546772
1838–39 - - - -	475475	48590	78	524143
1839–40 - - - -	426705	44352	88	471145
1840–41 - - - -	447026	53639	307	500972
1841–42 - - - -	460636	90612	300	551548
1842–43 - - - -	477225	72989	315	550529
1843–44 - - - -	483527	99936	308	583771
1844–45 - - - -	482940	103884	1082	587906
1845–46 - - - -	480894	98447	5275	584616
1846–47 - - - -	503475	78827	5771	588073
1847–48 - - - -	469228	75799	5330	550357
1848–49 - - - -	466327	74797	5199	546323
TOTAL - - *Rs.*	5651256	910786	24113	6586155

Cecil Beadon, Commissioner.

Appendix (A.), No. 24.

ACTUAL RECEIPTS of the Subordinate POST-OFFICES of the North-western Provinces, for Thirteen Years, or from 1837–38 to 1849–50.

YEARS.	Inland Postage on Letters, &c.	Postage Banghies.	Fines.	Savings, &c., in Establishments, &c.	Sale of Old Records.	Transit of Steam Packages.	Buggy Dawks.	Van and Palkee Carriage Department.	Bullock Train Department.	Mail Carts.	Miscellaneous.	TOTAL.
	Rs.	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
1837–38 -	276789	22952	2439	368	- -	- -	- -	- -	- -	- -	- -	302548
1838–39 -	301491	36090	1446	3017	- -	- -	- -	- -	- -	- -	- -	342044
1839–40 -	305358	41938	1554	3535	91	- -	- -	- -	- -	- -	35	352511
1840–41 -	345794	48671	1814	538	113	- -	- -	- -	- -	- -	65	396995
1841–42 -	375433	57505	2290	1905	49	- -	- -	- -	- -	- -	- -	437182
1842–43 -	403175	63484	2175	1930	140	- -	723	- -	- -	- -	276	471903
1843–44 -	440307	80506	2003	207	525	685	220	11259	- -	- -	24	535736
1844–45 -	460263	92687	1912	9088	57	1571	- -	24237	- -	- -	106	589921
1845–46 -	502575	100885	1334	14249	280	1771	- -	48507	4589	183	- -	674373
1846–47 -	573104	101738	1206	6798	- -	- -	- -	78527	13506	577	302	775818
1847–48 -	548577	96571	1489	2570	- -	- -	- -	102672	50746	- -	102	802727
1848–49 -	562273	108497	1214	2858	- -	- -	- -	108225	130988	70	- -	914125
1849–50 -	540455	105641	1346	1382	431	- -	- -	116661	162468	156	8632	937172
TOTAL - *Rs.*	5635594	957165	22282	48445	1686	4027	943	490088	362297	986	9542	7533056

(signed) *C. Grant*, Accountant, N. W. P.

(True copy) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 25.

ACTUAL CHARGES of the General and Subordinate POST-OFFICES of the North-western Provinces for Thirteen Years, or from 1837–38 to 1849–50.

YEARS.	Salaries and Establishment.	Contingencies.	Savings Refunded.	Fines Refunded.	Thefts Written off.	Embezzlements Written off.	Miscellaneous Items Written off.	Van and Palkee Carriage Department.	Bullock Train Department.	Pensions.	TOTAL.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1837–38 -	249607	15247	- -	- -	- -	- -	2216	- - -	- - -	- -	267070
1838–39 -	242531	17725	- -	- -	- -	130	- -	- - -	- - -	- -	260386
1839–40 -	334444	32442	- -	10	129	- -	- -	- - -	- - -	- -	367025
1840–41 -	394569	29187	- -	332	- -	- -	- -	- - -	- - -	703	424791
1841–42 -	406659	44382	8	108	- -	- -	16	- - -	- - -	506	451679
1842–43 -	432233	58707	545	- -	- -	1734	- -	- - -	- - -	99	493318
1843–44 -	485222	45561	- -	- -	507	- -	106	10398	- - -	110	541904
1844–45 -	498515	45313	- -	- -	- -	- -	37	23069	- - -	263	567197
1845–46 -	543786	48630	20	- -	- -	- -	- -	33842	4811	949	632038
1846–47 -	598893	46081	3	- -	216	1730	- -	44775	17886	1440	711024
1847–48 -	591516	44048	-	- -	- -	9433	14	51805	48573	1328	746717
1848–49 -	556167	82078	- -	83	116	- -	- -	42681	107903	968	789996
1849–50 -	592151	44875	- -	- -	- -	- -	2	42314	138300	2261	819903
TOTAL - - Rs.	5926293	554276	576	533	968	13027	2391	248884	317473	8627	7073048

(signed) *C. Grant*, Accountant, N. W. Provinces.

(True copy.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 26.

STATEMENT of RECEIPTS and DISBURSEMENTS in the *Madras* General and Subordinate POST-OFFICES from 1839–40 to 1848–49.

YEARS.	COLLECTIONS. Madras.	COLLECTIONS. Subordinate Stations.	TOTAL.	DISBURSEMENTS. Madras.	DISBURSEMENTS. Subordinate Stations.	TOTAL.	Collections exceeding the Disbursements.	Disbursements exceeding the Collections.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Official Year 1839–40 -	83073 3 6	244315 3 10	327388 7 4	69615 15 9	312138 10 6	381754 10 3	- - -	54366 2 11
„ 1840–41 -	89283 14 3	238263 12 3	327547 10 6	73924 1 –	321152 3 8	395076 4 8	- - -	67528 10 2
„ 1841–42 -	94607 6 10	257841 4 9	352448 11 7	70406 13 7	331314 12 5	401721 10 –	- - -	49272 14 5
„ 1842–43 -	104511 8 3	273609 8 9	378121 1 –	71742 14 11	331002 4 5	402745 3 4	- - -	24624 2 4
„ 1843–44 -	107012 2 11	293600 13 1	400613 – –	68472 7 5	326791 10 11	395264 2 4	5348 13 8	—
„ 1844–45 -	108578 7 4	296453 4 2	405031 11 6	69958 – 1	341861 – 10	411819 – 11	- - -	6787 5 5
„ 1845–46 -	95294 8 8	306771 10 2	402066 2 10	71695 5 11	335030 – 1	406725 6 –	- - -	4659 3 2
„ 1846–47 -	90346 15 7	304033 5 5	394380 5 –	74808 14 8	371424 – 8	446232 15 4	- - -	51852 10 4
„ 1847–48 -	89026 10 9	326255 1 –	415281 11 9	80249 3 3	384583 4 10	464832 8 1	- - -	49550 12 4
„ 1848–49 -	81264 8 9	319313 7 4	400578 – 1	84357 14 11	356036 5 3	440394 4 2	- - -	39816 4 1

(True extract.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 27.

Actual Receipts of the General and Subordinate Post-offices in the *Bombay* Presidency for Twelve Years, ending with 1848–49.

YEARS.	General Collections.	Inland Postage.	Ship Postage.	Banghy.	Steam Postage.	Scinde Postage Collections.	Total.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
837–38 - -	585 12 –	159992 12 6	4462 9 –	1670 8 –	24229 5 1	- - -	190940 14 7
838–39 - -	5348 4 3	175389 12 5	6180 8 –	7528 9 10	6691 5 –	- - -	201138 7 6
839–40 - -	2461 4 –	160945 – –	5586 7 7	8009 15 –	12951 13 6	- - -	189954 8 1
840–41 - -	2419 – –	155588 8 4	7743 13 8	11224 9 6	9099 9 5	- - -	186975 8 11
841–42 - -	428 8 –	166252 8 10	8929 9 –	12283 9 6	6434 – –	- - -	194328 3 4
842–43 - -	8151 4 –	173961 6 7	10782 6 –	16268 9 –	6819 8 –	- - -	215983 1 7
843–44 - -	14738 4 –	176948 8 6	10348 14 –	19280 8 6	10012 12 –	- - -	231328 15 –
844–45 - -	12159 – –	187151 8 1	11203 10 4	22910 3 6	19631 12 4	- - -	253056 2 3
845–46 - -	13726 4 –	197610 9 10	11239 7 10	25332 11 –	23218 5 –	- - -	271127 5 8
846–47 - -	23192 9 –	204496 10 10	8472 1 5	24111 12 6	31635 4 9	- - -	291908 6 6
847–48 - -	8054 4 –	190209 7 8	8351 13 1	25357 8 –	34700 9 7	- - -	266673 10 4
848–49 - -	18071 4 8	192659 15 3	9288 2 6	25064 13 –	29932 13 3	30473 9 7	305490 10 3
Total - - Rs.	109335 9 11	2141206 12 10	102589 6 5	199043 5 4	216257 1 11	30473 9 7	2798905 14 –

(True Extract) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 28.

Actual Charges of the General and Subordinate Post-offices in the *Bombay* Presidency for Twelve Years, ending with 1848–49.

YEARS.	Post-office Charges.	Dead Stock.	Press Charges.	Mounted Dawk.	Scinde Post Cks.	Kurrachee Mail Steamer Cks.	Total.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1837–38 - -	141669 7 8	1004 15 8	- - -	32253 15 –	- - -	- - -	174928 6 4
1838–39 - -	181219 8 7	589 3 6	- - -	58128 3 –	- - -	- - -	239936 15 1
1839–40 - -	204247 8 9	51 11 10	- - -	71055 3 –	- - -	- - -	275354 7 7
1840–41 - -	219252 2 11	2326 3 8	- - -	70200 – –	- - -	- - -	291778 6 7
1841–42 - -	241102 2 10	2528 11 5	- - -	70200 – –	- - -	- - -	313830 14 3
1842–43 - -	258397 11 4	673 6 –	- - -	126859 4 4	- - -	- - -	385930 5 8
1843–44 - -	232103 7 4	660 – 6	- - -	124800 – –	- - -	- - -	357563 7 10
844–45 - -	248948 8 10	3586 – 6	- - -	124800 – –	- - -	- - -	377334 9 4
845–46 - -	252265 1 4	200 4 10	- - -	124800 – –	- - -	- - -	377265 6 2
1846–47 - -	259115 6 9	1385 8 –	- - -	124800 – –	- - -	- - -	385300 14 9
847–48 - -	256583 8 10	813 14 –	- - -	124800 – –	- - -	37500 – –	419697 6 10
848–49 - -	271013 4 9	354 2 3	- - -	126720 3 –	103840 5 10	- - -	501927 15 10
Total - - Rs.	2765917 15 11	14174 2 2	- - -	1179416 12 4	103840 5 10	37500 – –	4160849 4 3

(True Extract.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 29.

ACTUAL RECEIPTS and CHARGES of all the

YEARS.	BENGAL.				NORTH-WEST PROVINCES.			
	Collections.	Disbursements.	Collections exceeding the Disbursements.	Disbursements exceeding the Collections.	Collections.	Disbursements.	Collections exceeding the Disbursements.	Disbursements exceeding the Collections.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1837-38	596171 – –	546772 – –	49399 – –	- - -	302548 – –	267070 – –	35478 – –	- - -
1838-39	605280 – –	524143 – –	81137 – –	- - -	342044 – –	260386 – –	81658 – –	- - -
1839-40	556257 – –	471145 – –	85112 – –	- - -	352511 – –	367025 – –	- - -	14514 – –
1840-41	568315 – –	500972 – –	67343 – –	- - -	396995 – –	424791 – –	- - -	27796 – –
1841-42	617384 – –	551548 – –	65836 – –	- - -	437182 – –	451679 – –	- - -	14497 – –
1842-43	623972 – –	550529 – –	73443 – –	- - -	471903 – –	493318 – –	- - -	21415 – –
1843-44	634594 – –	583771 – –	50823 – –	- - -	535736 – –	541904 – –	- - -	6168 – –
1844-45	647824 – –	587906 – –	59918 – –	- - -	589921 – –	567197 – –	22724 – –	- - -
1845-46	589908 – –	584616 – –	5292 – –	- - -	674373 – –	632038 – –	42335 – –	- - -
1846-47	533340 – –	588073 – –	- - -	54733 – –	775818 – –	711024 – –	64794 – –	- - -
1847-48	513135 – –	550357 – –	- - -	37222 – –	802727 – –	746717 – –	56010 – –	- - -
1848-49	485606 – –	546323 – –	- - -	60717 – –	914125 – –	789996 – –	124129 – –	- - -
1849-50	- - -	- - -	- - -	- - -	937172 – –	819903 – –	117269 – –	—
TOTAL - Rs.	6971786 – –	6586155 – –	538303 – –	152672 – –	7533055 – –	7073048 – –	544397 – –	84390 – –

Appendix (A.), No. 29.

Post-offices in *India* from 1837–38 to 1849–50.

MADRAS.				BOMBAY.			
Collections.	Disbursements.	Collections exceeding the Disbursements.	Disbursements exceeding the Collections.	Collections.	Disbursements.	Collections exceeding the Disbursements.	Disbursements exceeding the Collections.
Rs. a. p.	*Rs.* a. p.	*Rs.* a. p.	*Rs.* a. p.	*Rs.* a. p.	*Rs.* a. p.	*Rs.* a. p.	*Rs.* a. p.
- - -	- - -	- - -	- - -	190940 14 7	174928 6 4	16012 8 3	—
- - -	- - -	- - -	- - -	201138 7 6	239936 15 1	- - -	38798 7 7
327388 7 4	381754 10 3	- - -	54366 2 11	189954 8 1	275354 7 7	- - -	85399 15 6
327547 10 6	395076 4 8	- - -	67528 10 2	186975 8 11	291778 6 7	- - -	104802 13 8
352448 11 7	401721 10 –	- - -	49272 14 5	194328 3 4	313830 14 3	- - -	119502 10 11
378121 1 –	402745 3 4	- - -	24624 2 4	215983 1 7	385930 5 8	- - -	169947 4 1
400613 – –	395264 2 4	5348 13 8	- - -	231328 15 –	357563 7 10	- - -	126234 8 10
405031 11 6	411819 – 11	- - -	6787 5 5	253056 2 3	377334 9 4	- - -	124278 7 1
402066 2 10	406725 6 –	- - -	4659 3 2	271127 5 8	377265 6 2	- - -	106138 – 6
394380 5 –	446232 15 4	- - -	51852 10 4	291908 6 6	385300 14 9	- - -	93392 8 3
415281 11 9	464832 8 1	- - -	49550 12 4	266673 10 4	419697 6 10	- - -	153023 12 6
400578 – 1	440394 4 2	- - -	39816 4 1	305490 10 3	501927 15 10	- - -	196437 5 7
3803456 13 7	4146566 1 1	5348 13 8	348458 1 2	2798905 14 –	4100849 4 3	16012 8 3	1317955 14 6

Cecil Beadon, Commissioner.

Appendix (A.), No. 30.

STATEMENT, showing the Weight of Mails DESPATCHED IN each Line

Month and Date.	WESTERN.																			
	Hooghly.		Burdwan.		Benares.		Cawnpore.		Chunar.		Bancoorah.		Gya.		Ghazeepore.		Mirzapore.		TOTAL.	
	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.
1850:		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.
1 Nov.	1	- 6 8	1	- 3 -	1	- 4 -	3	- 30 -	1	- - 8	1	- 2 -	1	- 7 -	1	- 1 8	1	- 2 8	11	1 17 -
2 "	1	- 16 -	1	- 9 -	2	- 16 -	7	1 30 -	1	- 1 -	1	- 2 8	3	- 23 -	1	- 7 -	1	- 5 -	18	3 29 8
3 "	1	- 5 -	1	- 4 -	1	- 3 -	1	- 10 -	1	- - 4	1	- 1 4	1	- 5 -	1	- 1 -	1	- 1 8	9	- 31 -
4 "	1	- 5 -	1	- 3 -	1	- 5 -	2	- 14 -	1	- - 8	1	- 1 8	1	- 6 -	1	- 1 8	1	- 1 12	10	1 5 12
5 "	1	- 5 -	1	- 5 -	1	- 5 -	2	- 19 -	1	- - 8	1	- 2 4	1	- 6 -	1	- 2 8	1	- 3 -	10	1 5 4
6 "	1	- 6 -	1	- 4 -	1	- 7 -	3	- 30 -	1	- - 8	1	- 1 8	1	- 8 -	1	- 2 -	1	- 3 8	11	1 22 8
7 "	1	- 4 8	1	- 3 -	1	- 4 4	2	- 17 8	1	- - 8	1	- 2 4	1	- 7 -	1	- 2 -	1	- 2 8	10	1 3 8
8 "	1	- 6 -	1	- 4 8	1	- 4 -	2	- 16 8	1	- - 8	1	- 1 -	1	- 6 -	1	- 1 8	1	- 1 8	10	1 - 8
9 "	1	- 6 -	1	- 5 -	1	- 5 8	3	- 30 -	1	- - 8	1	- 2 4	1	- 8 8	1	- 2 -	1	- 3 -	11	1 23 12
10 "	1	- 6 -	1	- 4 -	1	- 4 -	1	- 9 -	1	- - 8	1	- 2 -	1	- -	1	- 3 -	1	- 3 -	9	- 36 8
11 "	1	- 7 -	1	- 3 8	1	- 4 -	2	- 19 -	1	- - 8	1	- 2 -	1	- 6 8	1	- 2 4	1	- 2 -	10	1 - 12
12 "	1	- 5 -	1	- 3 8	1	- 4 -	2	- 20 -	1	- - 8	1	- 2 4	1	- 6 4	1	- 1 12	1	- 2 -	10	1 5 4
13 "	1	- 4 -	1	- 3 -	1	- 4 4	2	- 17 -	1	- - 8	1	- 1 8	1	- 6 -	1	- 1 12	1	- 2 -	10	1 7 8
14 "	1	- 6 -	1	- 3 -	1	- 4 -	1	- 10 -	1	- - 8	1	- 2 4	1	- 6 -	1	- 2 -	1	- 3 -	9	- 36 12
15 "	1	- 3 -	1	- 2 -	1	- 3 -	1	- 9 -	1	- - 8	1	- 1 12	1	- 5 -	1	- 1 8	1	- 2 -	9	- 28 4

Calcutta, General Post-office, 21 November 1850.

E. Botellho,
Superintendent.

STATEMENT, showing the Weight of Mails RECEIVED FROM each Line

Month and Date.	WESTERN.																				MADRAS LINE.					
	Hooghly.		Burdwan.		Cawnpore.		Benares.		Gya.		Ghazeepore.		Mirzapore.		Chunar.		Bancoora.		TOTAL of the Western Mail.		Jellasore.		Madras.		TOTAL of the Madras Mail.	
	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.
1850:		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.
1 Nov.	1	- 6 8	-	- -	-	- -	-	- -	-	- -	-	- -	-	- -	-	- -	-	- -	1	- 6 8	1	- 1 4	1	- 5 -	2	- 6 4
2 "	2	- 12 -	1	- 5 -	2	- 10 -	2	- 27 -	2	- 11 12	2	- 3 8	2	- 2 -	2	- 1 8	2	- 3 7	17	1 34 3	1	- 1 -	1	- 4 -	2	- 5 -
3 "	2	- 7 4	1	- 2 8	1	- 3 -	2	- 20 -	1	- 5 8	1	- 1 -	2	- 4 -	2	- 1 -	1	- 1 -	13	1 5 4	1	- 3 -	1	- 6 -	2	- 9 -
4 "	2	- 5 -	-	- -	1	- 7 8	1	- 10 -	1	- 7 8	1	- 2 8	-	- -	-	- -	1	- 2 8	8	- 38 -	1	- 2 -	1	- 6 4	2	- 8 4
5 "	2	- 5 5	1	- 2 5	1	- 7 12	1	- 13 12	1	- 5 11	1	- 1 10	1	- 3 7	1	- - 9	1	- 1 4	10	1 1 11	1	- 1 -	1	- 9 -	2	- 10 -
6 "	2	- 8 -	1	- 2 8	1	- 4 8	1	- 12 -	1	- 5 8	1	- - 14	2	- 3 14	2	- 1 12	1	- 2 8	12	1 1 8	-	- -	1	- 6 -	1	- 6 -
7 "	2	- 8 8	1	- 3 -	1	- 5 -	1	- 11 -	1	- 5 4	1	- 1 8	1	- 2 -	1	- - 8	1	- 2 -	10	- 38 12	1	- 1 -	1	- 5 -	2	- 6 -
8 "	2	- 5 -	2	- 6 -	2	- 10 -	3	- 27 4	1	- 4 -	1	- 2 -	1	- 2 -	1	- - 8	1	- 1 -	14	1 17 12	-	- -	1	- 5 -	1	- 5 -
9 "	1	- 5 -	1	- 1 8	2	- 11 4	2	- 15 -	1	- 5 -	1	- 1 1	1	- 2 8	1	- - 7	1	- 1 2	11	1 2 13	1	- 1 -	1	- 6 -	2	- 7 -
10 "	2	- 9 -	1	- 2 -	2	- 6 4	1	- 18 -	1	- 5 -	1	- 2 -	1	- 3 -	1	- - 4	1	- 2 8	11	1 8 4	1	- 1 -	1	- 4 -	2	- 5 -
11 "	1	- 3 -	1	- 1 8	1	- 7 8	1	- 10 8	1	- 7 -	1	- 2 -	-	- -	-	- -	1	- 1 8	7	- 33 -	1	- 3 -	1	- 7 -	2	- 10 -
12 "	2	- 6 -	1	- 4 -	2	- 10 -	1	- 19 -	1	- 5 -	1	- 3 4	1	- 5 -	1	- - 8	-	- -	10	1 12 8	1	- 1 4	1	- 5 5	2	- 6 12
13 "	2	- 5 8	1	- 1 12	1	- 2 8	1	- 16 4	1	- 8 12	1	- 1 4	2	- 3 12	2	- 1 1	2	- 4 4	13	1 5 1	1	- 1 -	1	- 4 12	2	- 5 12
14 "	2	- 5 6	1	- - 12	1	- 5 -	1	- 9 12	1	- 4 -	1	- 1 2	-	- -	-	- -	1	- 2 -	8	- 28 -	-	- -	1	- 4 8	1	- 4 8
15 "	2	- 3 12	1	- 3 -	1	- 4 -	1	- 11 4	1	- 7 -	1	- 1 12	1	- 3 -	1	- - 5	-	- -	9	- 35 5	-	- -	1	- 4 8	1	- 4 8

Calcutta, General Post-office, 21 November 1850.

E. Botellho,
Superintendent.

- - - - - - - - Appendix (A.), No. 30.

- - - - - - - of the Road for a Fortnight, from 1st to 15th November 1850.

BERHAMPORE LINE.						DACCA LINE.										KEDGEREE LINE.		MIDNAPORE LINE.						MADRAS LINE.	
Berhampore.		Nuddea.		TOTAL.		Jessore.		Dacca.		Baugundee.		Barasset.		TOTAL.		Kedgeree.		Midnapore.		Bombay.		TOTAL.		Madras.	
Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.
	Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.
2	- 16 8	1	- 3 -	3	- 19 8	1	- 5 8	1	- 8 -	1	- - 8	1	- 12 -	4	- 26 -	1	- 2 -	1	- 2 8	1	- 4 -	2	- 6 8	2	- 15 -
3	- 30 -	1	- 7 -	4	- 37 -	1	- 10 -	2	- 20 -	1	- 1 -	1	- 8 -	5	- 39 -	1	- 3 -	1	- 4 -	1	- 6 -	2	- 10 -	2	- 18 -
1	- 7 -	1	- 2 -	2	- 9 -	1	- 4 -	1	- 4 -	1	- - 8	1	- 8 -	4	- 16 8	1	- 1 8	1	- 2 -	1	- 3 -	2	- 5 -	1	- 9 8
2	- 13 -	1	- 2 -	3	- 15 -	1	- 5 -	1	- 5 8	1	- - 8	1	- 4 -	4	- 15 -	1	- 1 12	1	- 2 4	1	- 3 8	2	- 5 12	1	- 5 4
2	- 15 -	1	- 3 -	3	- 18 -	1	- 8 -	1	- 10 -	1	- - 8	1	- 4 -	4	- 22 8	1	- 2 8	1	- 3 8	1	- 6 -	2	- 9 8	1	- 9 8
2	- 17 -	1	- 2 8	3	- 19 8	1	- 6 -	1	- 10 -	1	- - 8	1	- 12 -	4	- 28 8	1	- 3 -	1	- 3 -	1	- 4 8	2	- 7 8	1	- 7 -
2	- 20 -	1	- 2 12	3	- 22 12	1	- 7 8	1	- 10 -	1	- - 8	1	- 4 -	4	- 22 -	1	- 2 12	1	- 3 -	1	- 6 -	2	- 9 -	1	- 8 8
2	- 13 -	1	- 3 -	3	- 16 -	1	- 4 12	1	- 5 8	1	- - 8	1	- 4 -	4	- 14 12	1	- 10 -	1	- 3 -	1	- 4 -	2	- 7 -	1	- 5 8
2	- 16 -	1	- 2 4	3	- 18 4	1	- 5 -	1	- 10 -	1	- - 8	1	- 4 -	4	- 19 8	1	- 2 8	1	- 2 12	1	- 5 -	2	- 7 12	1	- 8 -
1	- 9 -	1	- 3 -	2	- 12 -	1	- 4 -	1	- 4 -	1	- - 8	1	- 4 -	4	- 12 8	1	- 4 -	1	- 3 4	1	- 6 12	2	- 10 -	1	- 7 4
2	- 16 -	1	- 3 -	3	- 19 -	1	- 5 -	1	- 7 -	1	- - 8	1	- 4	4	- 16 8	1	- 2 -	1	- 3 -	1	- 4 -	2	- 7 -	1	- 7 -
2	- 20 -	1	- 2 8	3	- 22 8	1	- 7 -	1	- 10 -	1	- - 8	1	- 4 -	4	- 21 8	1	- 2 -	1	- 3 -	1	- 3 12	2	- 6 -	1	- 7 -
2	- 13 -	1	- 2 8	3	- 15 8	1	- 7 -	1	- 10 -	1	- - 8	1	- 4 -	4	- 21 8	1	- 1 12	1	- 3 -	1	- 4 -	2	- 7 -	1	- 6 -
2	- 19 -	1	- 2 -	3	- 21 -	1	- 6 -	1	- 11 -	1	- - 8	1	- 4 -	4	- 22 -	1	- 1 8	1	- 3 -	1	- 5 -	2	- 8 -	1	- 16 -
1	- 6 -	1	- 2 -	2	- 8 -	1	- 4 -	1	- 5 -	1	- - 8	1	- 4 -	4	- 13 8	1	- 1 12	1	- 4 -	1	- 5 -	2	- 9 -	1	- 5 -

W. Tayler,
Postmaster-general.

- - - - - - - of the Road for a Fortnight, from 1st to 15th November 1850.

DACCA LINE.								BERHAMPORE LINE.						BOMBAY LINE.						KEDGEREE LINE.	
Dacca.		Jessore.		Baugundee.		TOTAL of the Dacca Mail.		Berhampore.		Rungpore.		TOTAL of the Berhampore Mail.		Bombay.		Midnapore.		TOTAL of the Bombay Mail.		TOTAL of Kedgeree Mail.	
Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.	Number of Bags.	Weight.
	Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.		Md. s. c.
1	- 5 -	1	- 3 -	1	- - 8	3	- 8 8	1	- 4 -	1	- 2 8	2	- 6 8	-	- -	1	- 3 -	1	- 3 -	1	- 3 8
1	- 5 -	1	- 4 -	1	- 1 -	3	- 10 -	1	- 4 8	1	- 2 12	2	- 7 4	1	- 5 -	1	- 5 -	2	- 10 -	1	- 6 4
1	- 4 -	1	- 3 -	1	- 2 -	3	- 9 -	1	- 5 4	1	- 5 -	2	- 10 4	1	- 5 -	1	- 4 -	2	- 9 -	1	- 2 8
1	- 6 -	1	- 3 12	1	- - 8	3	- 9 8	1	- 7 -	1	- 6 -	2	- 13 -	1	- 5 -	1	- 2 8	2	- 7 8	1	- 4 -
1	- 5 -	1	- 4 -	1	- - 8	3	- 9 8	1	- 7 12	1	- 3 -	2	- 10 12	1	- 9 -	1	- 3 -	2	- 12 -	1	- 2 4
1	- 5 8	1	- 3 4	1	- - 8	3	- 9 4	1	- 5 -	1	- 4 4	2	- 9 4	1	- 5 5	1	- 5 -	2	- 10 5	1	- 5 -
1	- 6 4	1	- 3 -	1	- 1 -	3	- 10 4	2	- 10 12	1	- 4 12	3	- 15 8	2	- 7 -	1	- 5 -	3	- 12 -	1	- 2 -
1	- 4 -	1	- 3 12	1	- 2 -	3	- 9 12	1	- 4 -	1	- 2 8	2	- 6 8	1	- 4 -	1	- 3 4	2	- 7 4	1	- 3 -
1	- 5 8	1	- 3 4	1	- 1 -	3	- 9 12	1	- 3 -	1	- 7 -	2	- 10 -	1	- 7 -	1	- 5 -	2	- 12 -	1	- 7 -
-	- -	-	- - -	1	- 1 -	1	- 1 -	-	- - -	1	- 2 8	1	- 2 8	1	- 4 -	1	- 3 -	2	- 7 -	1	- 4 -
2	- 9 12	2	- 5 12	1	- 1 8	5	- 17 -	2	- 10 -	-	- - -	2	- 10 -	1	- 5 8	1	- 4 -	2	- 9 8	1	- 3 12
1	- 4 -	1	- 5 -	1	- - 8	3	- 9 8	1	- 5 12	1	- 4 4	-	- -	1	- 2 8	1	- 1 12	2	- 3 20	1	- 2 -
1	- 3 -	2	- 2 8	1	- 1 -	4	- 6 8	1	- 5 -	1	- 5 8	-	- -	1	- 2 -	1	- 4 -	2	- 6 -	1	- 2 -
-	- -	-	- - -	1	- - 12	1	- - 12	2	- 6 4	1	- 3 8	-	- -	2	- 9 12	1	- 4 -	3	- 13 12	1	- 3 -
2	- 4 12	3	- 7 8	1	- 1 -	6	- 14 4	1	- 5 -	1	- 4 -	-	- -	-	- -	1	- 4 12	1	- 4 12	1	- 3 12

W. Tayler,
Postmaster-general.

Appendix (A.), No. 30½.

STATEMENT, showing the Number of BAGS received from *Bombay* with the Overland Mail, and their Weight.

MONTH.	DATE.	Number of Bags.	Tolah.	WEIGHT.
				Md. *s.* *c.*
May - - - - -	- 13 -	- 6 -	- 4800 -	1 20 –
„ - - - - - -	- 14 -	- 11 -	- 7440 -	2 13 –
TOTAL - - -	- - -	- 17 -	- 12240 -	3 33 –

Appendix (A.), No. 31.

STATEMENT, showing the Weight of the Dawk Mails received at and

DATE.	CALCUTTA MAIL.				CHITTIRPORE MAIL.				AGRA MAIL.				BOMBAY MAIL.			
	Despatched.		Received.		Despatched.		Received.		Despatched.		Received.		Despatched.		Received.	
	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1st - -	7	–	12	–	19	–	11	–	16	16	19	-	19	–	13	–
2d - -	7	–	6	–	8	–	16	–	12		8	–	8	–	14	–
3d - -	9	–	8	–	18	–	12	–	20	–	12	–	17	–	8	–
4th - -	11	–	6	–	22	–	–	–	23	–	19	–	16	–	13	–
5th - -	9	–	7	–	22	–	12	–	22	–	9	–	15	–	16	–
6th - -	10	–	6	–	16	–	10	–	20	–	12	–	16	–	12	–
7th - -	15	–	10	–	19	–	12	–	20	20	14	–	19	–	10	24
															22	
8th - -	11	–	6	–	18	–	20	–	20	–	18	–	19	–	22	10
																[a] 8
9th - -	5	–	–	–	16	–	21	–	18	–	14	–	12	–	12	14
															7	
10th - -	10	–	8	–	19	–	12	–	20	–	18	–	15	–	10	[b] 5
11th - -	7	–	8	–	23	–	–	–	24	–	12	–	16	–	17	[c] 17
																[d] 15
12th - -	10	–	–	–	17	–	14	13	20	–	14	–	15	–	14	14
„ - -	–	–	–	–	–	–	11	–	–	–	–	–	–	–	–	15
„ - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	13
„ - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	14
„ - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	14
„ - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	16
„ - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	13
„ - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	10
„ - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	14
„ - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	14
„ - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	13
13th - -	6	–	6	–	18	–	12	–	20	–	16	–	15	–	16	12
14th - -	12	–	8	–	18	–	14	–	20	–	20	–	19	–	10	–
															9	–
15th - -	9	–	13	–	22	–	12	–	20	20	–	–	21	[e] 12	16	–
16th - -	8	–	12	–	12	–	–	–	14	–	14	–	12	–	10	–
17th - -	8	–	7	–	14	–	18	–	18	–	18	–	16	–	9	–
							12									
18th - -	10	–	7	–	19	–	12	–	24	–	19	–	19	[f] 7½	9	–
19th - -	8	–	7	–	15	–	15	–	20	–	12	–	16	–	12	–
20th - -	10	–	7	–	19	–	13	–	16	–	14	–	15	–	10	–
21st - -	8	–	6	–	20	–	12	–	23	–	10	–	18	–	12	–
											12					
22d - -	10	–	10	–	20	–	14	–	23	–	–	–	19	–	11	–
23d - -	6	–	12	–	13	–	–	–	15	–	17	–	12	–	18	–
24th - -	10	–	7	–	13	–	10	–	20	–	6	–	14	–	8	–
							14	–	–	–	8					
25th - -	7	–	7	–	24	–	12	–	23	–	12	–	16	–	13	–
26th - -	13	–	7	–	22	[g] 20	13	–	23	[g] 19	10	–	22	20	14	–
„ - -	–	–	–	–	–	20	–	–	–	19	–	–	–	20	–	–
„ - -	–	–	–	–	–	20	–	–	–	–	–	–	–	–	–	–
„ - -	–	–	–	–	–	20	–	–	–	–	–	–	–	–	–	–
„ - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
„ - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
27th - -	8	–	10	–	16	–	–	–	24	–	–	–	19	–	8	–
28th - -	12	–	9	–	20	–	19	–	17	17	18	16	16	–	16	–
							14									
29th - -	8	–	8	–	20	–	16	–	18	18	–	–	18	–	–	–
30th - -	7	–	11	–	12	–	–	–	12	–	11	–	10	–	28	–
											10	–	–	–	7	–
Average -	$9\frac{1}{30}$	–	$8\frac{6}{30}$	–	$17\frac{4}{8}$	20	$13\frac{17}{26}$	13	19½	$18\frac{6}{7}$	$13\frac{18}{23}$	16	$16\frac{2}{12}$	$14\frac{7}{8}$	$12\frac{10}{11}$	$13\frac{8}{10}$

[a] Express received for the Madras steamer from Bombay.
[b] Overland Express from Bombay.
[c] Overland Mail received from Bombay.
[d] Overland Mail received from Bombay.

Appendix (A.), No. 30½—*continued.*

STATEMENT, showing the Number of BAGS despatched to *Bombay* with the Overland Mail, and their Weight.

MONTH.	DATE.	Number of Bags.	Tolah.	WEIGHT. Md. s. c.
May	14	3	2000	– 25 –
"	15	9	4720	1 19 –
TOTAL	–	12	6720	2 4 –

Calcutta, General Post-office, 21 May 1851. (signed) *E. Botellho*, Superintendent.

(True Copy.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 31.

- - - - despatched from the *Madras* General Post-office in the Month of June 1850.

BANGALORE MAIL.				CANNANORE MAIL.				CALICUT MAIL.				QUILON MAIL.				TANJORE MAIL.			
Despatched.		Received.		Despatched.		Received.		Despatched.		Received.		Despatched		Received.		Despatched.		Received.	
Regular.	Extra.	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
20	–	10	–	16	–	10	–	18	–	24	–	18	–	9	–	16	–	10	
										10									
8	–	6	–	6	–	11	–	10	–	8	–	12	–	14	–	12	–	13	
18	–	9	–	12	–	12	–	15	–	11	–	16	–	10	–	18	–	12	
19	–	6	–	16	–	12	–	19	–	16	–	18	–	10	–	18	–	21	
18	–	11	–	14	–	12	–	17	–	9	–	17	–	10	–	17	–	12	
15	–	8	–	12	–	14	–	18	–	6	–	18	–	15	–	18	–	16	
20	–	13	–	16	–	26	–	16	–	12	–	16	–	14	–	16	–	26	
17	–	13	–	12	–	13	–	18	–	10	–	20	–	15	–	16	–	14	
14	–	9	–	12	–	10	–	12	–	14	–	12	–	10	–	12	–	15	
17	–	8	–	14	–	13	–	17	–	9	–	19	–	7	–	16	–	13	
14	–	6	–	14	–	14	–	18	–	11	–	19	–	12	–	17	–	12	
17	–	7	–	15	–	14	–	18	–	7	–	20	–	8	–	18 [e]	21	10	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	20	–	
18	–	8	–	16	–	10	–	20	–	–	–	18	–	9	–	20	–	12	
20	–	7	–	15	–	12	–	18	–	10	–	20	–	9	–	16	–	11	
–	–	–	–	–	–	–	–	–	–	13									
19	16	8	–	22	–	14	–	22	–	–	–	18	19	20	–	16	–	15	
17	–	7	–	18	–	12	–	9	–	9	–	14	–	9	–	15	–	16	
										7									
18	–	8	–	16	–	14	–	18	–	8	–	20	–	11	–	16	–	14	
21	–	5	–	18	–	15	–	20	–	8	–	21	–	17	–	17	–	10	
18	–	8	–	14	–	16	–	16	–	–	–	19	–	9	–	16	–	22	
16	–	6	–	12	–	18	–	18	–	20	–	19	–	9	–	16	–	12	
										12									
20	–	8	–	13	–	9	–	17	–	21	–	16	–	10	–	16	–	12	
21	–	7	–	12	–	8	–	18	–	12	–	20	–	12	–	16	–	21	
15	–	10	–	12	–	12	–	14	–	10	–	15	–	8	–	14	–	14	
18	–	7	–	10	–	10	–	18	–	7	–	18	–	8		16	–	10	
20	–	4	–	16	–	10	–	18	–	10	–	22	–	11	–	16	–	11	
24	[g] 20	6	–	18	[g] 20	10	–	18	[g] 20	16	–	20	[g] 22	9	–	20	[g] 21	8	
–	20	–	–	–	20	–	–	–	19	–	–		21			–	21	–	
–	20	–	–	–	20	–	–	–	20	–	–	–	20	–	–	–	21	–	
–	20	–	–	–	–	–	–	–	21			–	20	–	–	–	–	–	
–	20	–	–	–	–	–	–	–	21	–	–	–	–	–	–	–	–	–	
–	20	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
22	–	$6\frac{1}{2}$	–	16	–	12	–	18	–	14	–	16	–	12	–	16	–	12	
18	–	7	–	18	–	8	–	20	–	13	–	19	–	10	–	17	–	9	
18	–	8	–	18	–	9	–	18	–	–	–	18	–	12	–	16	17	12	
10	–	8	–	9	–	8	–	10	–	18	–	12	–	14	–	12	–	14	
–	–	–	–	–	–	–	–	–	–	7	–	–	–	–	–	–	–	–	
$17\frac{2}{3}$	*$19\frac{3}{7}$	$7\frac{21}{16}\frac{1}{2}$	–	$14\frac{2}{5}$	20	$12\frac{4}{15}$	–	$6\frac{13}{17}$	$20\frac{1}{5}$	$11\frac{23}{31}$	–	$17\frac{2}{3}$	$20\frac{2}{3}$	$11\frac{7}{10}$	–	$16\frac{1}{6}$	$17\frac{1}{4}$	$13\frac{15}{16}$	

[e] Overland Mail to Bombay. [f] Overland Express to Bombay.

[g] Extra Mails were despatched on this date on account of the arrival of the steamer from Suez.

(True Extract.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 32.

Appendix (A.), No. 32.

STATEMENT, showing the Average Daily Weight at present carried by LETTER MAIL on the several Lines of Post under the Control of the Postmaster-general of *Bombay*; and the Aggregate Weight which the Means of Conveyance at present available will carry.

ROUTE.	Distance in Miles.	Average Weight now carried.	Aggregate Weight which can be carried.
Bombay to Indore	374	65 lbs.	200 lbs.
Ditto to Panwell	20	-	Unlimited.
Panwell to Poona	70	72 "	200 lbs.
Poona to Nagpore	406	50 "	No specific agreement in the contract.
Bombay to Bassein	36	40 "	150 lbs.
Bassein to Broach	195	40 "	150 "
Broach to Kaira	101	40 "	72 "
Kaira to Bhooj	253	20 "	54 "
Bhooj to Luckput	80	20 "	54 "
Panwell to Vingorla	254	20 "	36 "
Poona to Danoor	247	30 "	No agreement.
Ditto to Hurryhur	279	30 "	ditto.
Ditto to Mahableshwar	55	8 "	18 lbs.
Punderpoor to Sholapoor	41	7 "	18 "
Belgaon to Beejapoor	125	18 "	36 "
Ditto to Vingorla	72	14 "	36 "
Dharwar to Moondgode	42	15 "	36 "
Ahmednugger to Malligaum	113	12 "	No agreement.
Aurungabad to Kunhur	35	12 "	36 lbs.
Kunhur to Dhoolia	50	10 "	18 "
Karinja to Acola	39	4 "	18 "
Ditto to Ellichpore	74	10 "	36 "
Jaffrabad to Jaulna	26	6 "	18 "
Panwell to Gherebunder	30	14 "	36 "
Dhoolia to Asseerghur	124	20 "	36 "
Asseerghur to Mundlasur	72	10 "	36 "
Mundlasur to Goozeree	14	4 "	18 "
Loongur to Mundorrbar	50	3 "	18 "
Bhopamur to Boroda	164	14 "	36 "
Kaira to Hursole	61	12 "	36 "
Ahmedabad to Gogo	103	3 "	18 "
Ditto to Deesa	103	12 "	36 "
Deesa to Mount Abbo	49	4 "	18 "
Ditto to Pahlunpoor	18	2 "	18 "
Rajkote to Than	36	10 "	36 "
Luckput to Tatta	80	10 "	18 "
Kurrachee to Hydrabad	124	24 "	27 "*
Hydrabad to Sukkur	84	9 "	18 "
Ditto to Oomercote	86	5 "	18 "
Kotree to Shewan	30	9 "	18 "
Sukker to Bhawulpoor	224	10 "	18 "
Ditto to Bhanda	94	12 "	18 "
Ditto to Shikarpoor	24	12 "	18 "
Shikarpoor to Larkhana	48	12 "	18 "
Ditto to Khangar	24	12 "	18 "

* There are 27 stages on this road, at 7, three runners are kept up, and at 20, two. A runner's load is 18 lbs., which would give 36 lbs. as the aggregate, instead of 27 throughout.

(signed) *W. Courtney*,
Commissioner, Bombay.

(True Copy.)
Cecil Beadon,
Commissioner.

Appendix (A.), No. 32.—*continued.*

STATEMENT, showing the Daily Weight of MAILS dispatched from the *Bombay* General Post-office, during the Month of June 1850.

	1st	2d	3d	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th
Indore Line -	44½	4½	147¾	20¼	240	240	155½	166½	7	13	55¾	25	118	18	64¼
Nagpore Line -	152	71	209	160	302	282	115	219	6	108	120	118	61	96	87
Hurryhur Line -	39	3	50½	39	106	108	26	36	2½	20½	19	16½	13	18	14
Damoor Line -	20	3	26½	23	86	56	21	23	3½	10	11	7	10	15	13
Southern Konkan	3	½	3½	2½	13	3	15	14½	1	12	17	13	20	18	14
Guzerat Line -	81	9	68	31	243½	35	18	83	10	61½	68	82	79	51	86

	16th	17th	18th	19th	20th	21st	22d	23d	24th	25th	26th	27th	28th	29th	30th	Remarks.
Indore Line -	9	13	74	23	106½	31	271	200	200	200	200	200	214	219½	182½	
Nagpore Line -	120	113	110	97	68	48	112	106	210	110	93	109	201	207	136	
Hurryhur Line -	16	13	11	47	54	12	6	22	18	10	47	68	64	54	46½	
Damoor Line -	18	21	27	18	24	28	27	56	37	19½	5	17	18	14	13½	
Southern Konkan	3	2	7	2¾	4	12	16	3	3	17	18	6	8	16	18	
Guzerat Line -	11	69¼	23	81	29	51	126	126	36	68	82	101	68	88	10	

(signed) *W. Courtney*, Commissioner, Bombay.

(True Copy.)
Cecil Beadon, Commissioner.

Appendix (A.), No. 33.

STATEMENT of CORRESPONDENCE passing through the *Madras* General Post-office, in March of each Year from 1839 to 1850.

Description of Letters.	1839.	1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.
Despatched:												
Paid - - -	9572	17587	19880	20798	23256	21277	22246	21835	22840	21375	21194	20418
Bearing - - -	4954	6787	8088	8015	9975	9583	10224	11955	12203	13327	14102	13428
Received:												
Paid - - -	11107	20861	23324	21924	24540	24222	24825	26295	25201	26116	26247	21660
Bearing - - -	3355	4104	4469	3483	7172	7573	8080	9048	9668	10002	11224	10304
TOTAL - - -	28988	49339	55761	54220	64943	62655	65375	69133	69912	70820	72767	65810
Not above ½ Tolah:												
Paid - - -	- -	9069	11277	13153	14958	15325	15745	15358	16295	15535	15694	14875
Bearing - - -	- -	4001	4990	5675	7336	7296	8043	9423	9972	10761	11626	11379
Above ½, not above 1 Tolah:												
Paid - - -	- -	7625	7583	6757	7299	5355	5738	5721	5342	5183	4963	4546
Bearing - - -	- -	2567	2844	2091	2399	2084	1998	2348	2033	2308	2220	1869
Above 1 Tolah - -	- -	1112	1266	1137	1239	800	946	940	1001	915	793	1277
Half Anna rate:												
Paid - - -	- -	4235	5047	5907	7120	7052	7565	7041	7581	7199	7370	6573
Bearing - - -	- -	1088	1202	1480	1976	1895	2141	2790	2679	3101	3239	3314
TOTAL - - -	- -	5323	6249	7387	9096	8947	9706	9831	10260	10300	10609	9887
Within 100 Miles:												
Paid - - -	- -	6415	7113	7776	9305	8650	9350	8832	9255	8809	9037	8422
Bearing - - -	- -	1725	1732	1956	2528	2361	2638	3363	3153	3669	3758	3717
TOTAL - - -	- -	8140	8845	9732	11833	11011	11988	12195	12408	12478	12795	12139
Within 200 Miles:												
Paid - - -	- -	3210	3505	3572	3554	3716	3806	4362	4172	3982	3814	3554
Bearing - - -	- -	828	1168	1401	1413	1322	1340	1721	1655	2027	2021	1911
TOTAL - - -	- -	4038	4673	4973	4967	5038	5146	6083	5827	6009	5835	5465
Within 300 Miles:												
Paid - - -	- -	2917	3215	3327	3673	3383	3570	3216	3258	3288	3365	3327
Bearing - - -	- -	1635	1975	1893	2555	2315	2563	2552	2992	2989	3815	3373
TOTAL - - -	- -	4552	5190	5220	6228	5698	6133	5768	6250	6277	7180	6700
Within 500 Miles:												
Paid - - -	- -	2143	2524	2591	2789	2620	2587	2675	3122	2854	2976	2786
Bearing - - -	- -	1588	2003	1780	2101	2235	2325	2779	2968	3233	3300	2937
TOTAL - - -	- -	3731	4527	4371	4890	4855	4912	5454	6090	6087	6276	5723
Beyond 500 Miles:												
Paid - - -	- -	2902	3523	3532	3935	2908	2933	2750	2633	2442	2002	2429
Bearing - - -	- -	1011	1210	985	1378	1350	1358	1540	1435	1409	1608	1490
TOTAL - - -	- -	3913	4733	4517	5313	4258	4291	4290	4068	3851	3610	3919

Note.—The detail of weights and distances applies only to letters dispatched, no particular account of received letters being kept.

(True Extract.)

Cecil Beadon, Commissioner.

Appendix (A.), No. 34.

INCREASE of CORRESPONDENCE since the Reduction of Postage in 1839, in the MOFUSSIL POST-OFFICES of the *Madras* Presidency.

OFFICE.	YEAR.	Number of Letters.		Per-Centage of Increase.
General Post-office	1838 - -	- - - -	469269	
	1846 - -	- - -	1110985	
		Increase -	641716	136
In the Mofussil generally.	- - -	Increase -	1605861	
		TOTAL -	2247577	
Ootacamund -	1838 - -	- - - -	16038	
	1848 - -	- - - -	58855	
		Increase -	42817	266
Madura - -	1838 - -	- - - -	20349	
	1849 - -	- - - -	66854	
		Increase -	46505	228
Secunderabad -	1st Jan. to 30th June 1838 -	- - - -	51611	
	Ditto 1850 -	- - - -	97178	
		Increase -	45567	88
Coimbatore -	1 month in 1836	- - - -	1727	
	1850 - -	- - - -	5910	
		Increase -	4183	242
Hyderabad - -	1838–39 - -	- - - -	24685	
	1840–41 - -	- - - -	44540	
	1845–46 - -	- - - -	121767	
	1846–47 - -	- - - -	119099	
	1847–48 - -	- - - -	125845	
	1848–49 - -	- - - -	130357	
	1849–50 - -	- - - -	132173	
		Increase on 1838 -	107486	435
Bellary - -	1833 - -	- - - -	19211	
	1834 - -	- - - -	19130	
	1835 - -	- - - -	22173	
			60514	
		Average -	20171	
	1847 - -	- - - -	123887	
	1848 - -	- - - -	124936	
	1849 - -	- - - -	126733	
			375556	
		Average -	125185	
			20171	
		Increase -	105014	520
Travancore - -	1838 - -	- - - -	25298	
	1840 - -	- - - -	58703	
	1845 - -	- - - -	119260	
	1849 - -	- - - -	133340	
		Increase on 1838 -	88042	194
Tinnevelly - -	1838 - -	- - - -	10388	
	1849 - -	- - - -	34836	
		Increase -	24448	235

OFFICE.	YEAR.	Number of Letters.		Per-Centage of Increase.
Rajahmundry -	1834 - -	- - - -	37652	
	1835 - -	- - - -	39185	
	1837 - -	- - - -	38758	
	1838 - -	- - - -	44702	
			160297	
		Average -	40074	
	1840 - -	- - - -	90484	
	1842 - -	- - - -	108971	
	1845 - -	- - - -	130628	
	1847 - -	- - - -	155656	
			485739	
		Average -	121434	
			40074	
		Increase -	81360	203
Masulipitam -	Jan. to June 1839	- - - -	3363	
	1845 - -	- - - -	8555	
		Increase -	5192	154
Trinchinopoly -	1838 - -	- - - -	53863	
	1849 - -	- - - -	127009	
		Increase -	73146	135
Nellore - -	1838–39 - -	- - - -	8900	
	1849 - -	- - - -	71578	
		Increase -	62678	704
South Arcot -	1838 - -	- - - -	51532	
	1848 - -	- - - -	149295	
		Increase -	97763	189
Ganjam - -	- - -	No accounts.		
Bangalore - -	- - -	- Ditto.		
Chingleput - -	- - -	- Ditto.		
Salem - -	- - -	- Ditto.		
Canara - -	1838–39 - -	- - - -	24517	
	1848–49 - -	- - - -	185063	
		Increase -	160546	654
Kurnool - -	1843 - -	- - - -	26695	
	1849 - -	- - - -	34295	
			7600	28
Vizagapatam -	1838–39 - -	- - - -	24393	
	1849–50 - -	- - - -	124719	
		Increase -	100326	411
Malabar - -	3 months in 1838	- - - -	10092	
	1849 - -	- - - -	32357	
		Increase -	22265	220
North Arcot -	1838 - -	- - - -	43860	
	1848 - -	- - - -	142002	
		Increase -	98142	223
Tanjore - -	1838 - -	- - - -	36416	
For 4 Offices -	1848 - -	- - - -	122809	
		Increase -	86393	237
		Accounts for 5 Offices are wanting.		

(True Extract.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 35.

Appendix (A.), No. 35.

RETURN of SHIP LETTERS, NEWSPAPERS and PARCELS despatched by Sea from the Post-offices in the *Bengal* Presidency, from 1st to 28th July 1850.

LETTERS.

—	Not exceeding 3 Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 13 Tolahs.	Not exceeding 14 Tolahs.	Not exceeding 15 Tolahs.	Not exceeding 24 Tolahs.	TOTAL.
On which only ship postage is chargeable - - -	2803	25	13	3	4	1	1	6	2	1	6	1	–	–	2866
On which inland postage also is chargeable - - -	470	4	–	–	–	–	–	–	–	–	–	–	–	–	474
Service and free - - -	1800	26	17	8	9	9	80	9	3	2	10	2	1	1	1977
															685*
															2662
															5317
															685
TOTAL - - -	5073	55	30	11	13	10	81	15	5	3	16	3	1	1	6002

NEWSPAPERS, &c.

—	Not exceeding 6 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 18 Tolahs.	Not exceeding 24 Tolahs.	Not exceeding 30 Tolahs.	Not exceeding 36 Tolahs.	Not exceeding 42 Tolahs.	Not exceeding 48 Tolahs.	Not exceeding 60 Tolahs.	Not exceeding 78 Tolahs.	Not exceeding 192 Tolahs.	Not exceeding 216 Tolahs.	TOTAL.
On which only ship postage is chargeable - - -	1661	147	27	14	11	4	18	5	1	1	2	1	1892
On which inland postage also is chargeable - - -	72	2	2	–	–	–	–	–	–	–	–	–	76
Service and free - - -	111	5	–	–	–	1	–	–	–	–	–	–	117
TOTAL - - -	1844	154	29	14	11	5	18	5	1	1	2	1	2085

PARCELS.

—	Not exceeding 100 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 300 Tolahs.	300 Tolahs and upwards.	TOTAL.
On which ship postage only is chargeable - - -	37	15	5	- -	57
On which inland postage also is chargeable - - -	1	- -	- -	- -	1
Service and free - - -	47	6	1	8	62
TOTAL - - -	85	21	6	8	120

* Weights unknown.

Cecil Beadon, Commissioner.

Appendix (A.), No. 36.

Appendix (A.), No. 36.

Return of **Ship Letters, Newspapers** and **Parcels** despatched by Sea from the Post-offices in the *Madras* Presidency, from 1st to 28th July 1850 inclusive.

LETTERS.

	Not exceeding 3 Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 9 Tolahs.						Total.
On which only ship postage is chargeable - - -	433	-	-	-	-	-	-	-	-	-	-	-	433
On which inland postage also is chargeable - -	404	-	-	-	-	-	-	-	-	-	-	-	404
Service and free - - - -	1345	-	-	-	-	-	-	-	-	-	-	-	1345
Total - - -	2182	-	-	-	-	-	-	-	-	-	-	-	2182

NEWSPAPERS, &c.

	Not exceeding 6 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 18 Tolahs.					Total.
On which only ship postage is chargeable - - -	275	-	-	-	-	-	-	275
On which inland postage also is chargeable - -	9	-	-	-	-	-	-	9
Service and free - - -	80	-	-	-	-	-	-	80
Total - - -	364	-	-	-	-	-	-	364

PARCELS.

	Not exceeding 100 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 300 Tolahs.	300 Tolahs and upwards.	Total.
On which ship postage only is chargeable - - -	51	- -	- -	- -	51
On which inland postage also is chargeable - - -	9	- -	- -	- -	9
Service and free - - -	3	- -	- -	- -	3
Total - - -	63	- -	- -	- -	63

(True Extract.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 37.

Appendix (A.), No. 37.

RETURN of SHIP LETTERS, NEWSPAPERS and PARCELS despatched by Sea from the Post-offices in the *Bombay* Presidency, from the 1st to the 28th July 1850, both inclusive.

LETTERS.

—	Not exceeding 3 Tolahs.	Not exceeding 4 Tolahs.	Not exceeding 5 Tolahs.	Not exceeding 6 Tolahs.	Not exceeding 7 Tolahs.	Not exceeding 8 Tolahs.	Not exceeding 9 Tolahs.	Not exceeding 10 Tolahs.	Not exceeding 11 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 13 Tolahs.	Not exceeding 14 Tolahs.	Not exceeding 15 Tolahs.	Not exceeding 16 Tolahs.	Not exceeding 18 Tolahs.	Not exceeding 19 Tolahs.	Not exceeding 20 Tolahs.	Not exceeding 22 Tolahs.	Not exceeding 37 Tolahs.	Not exceeding 91 Tolahs.	TOTAL.
On which only ship postage is chargeable	505	13	6	5	2	3	2	-	-	1	1	-	-	-	-	-	-	-	-	-	538
On which inland postage also is chargeable	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
Service and free	380	70	20	8	15	16	12	5	5	8	-	1	2	3	3	2	3	1	1	1	556
TOTAL	892	83	26	13	17	19	14	5	5	9	1	1	2	3	3	2	3	1	1	1	1101

NEWSPAPERS, &c.

—	Not exceeding 6 Tolahs.	Not exceeding 12 Tolahs.	Not exceeding 18 Tolahs.	Not exceeding 24 Tolahs.	Not exceeding 30 Tolahs.	Not exceeding 42 Tolahs.	Not exceeding 48 Tolahs.	Not exceeding 54 Tolahs.	Not exceeding 60 Tolahs.	TOTAL.
On which only ship postage is chargeable	232	32	1	2	3	1	5	1	1	278
On which inland postage also is chargeable	-	-	-	-	-	-	-	-	-	-
Service and free	30	30	-	-	-	-	-	-	-	60
TOTAL	262	62	1	2	3	1	5	1	1	338

PARCELS.

—	Not exceeding 100 Tolahs.	Not exceeding 200 Tolahs	Not exceeding 300 Tolahs.	300 Tolahs and upwards.	TOTAL.
On which only ship postage is chargeable	7	19	44	- -	70
On which inland postage also is chargeable	-	-	-	-	-
Service and free	2	- -	1	- -	3
TOTAL	9	19	45	- -	73

(signed) *W. Courtney*, Commissioner, Bombay.

(True Copy.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 38.

Covers Imported per Peninsular and Oriental Company's Steamers.

YEAR.	Calcutta.		Total.	Forward.		Total.	Newspapers and Price Currents.		Total.	Free.	Grand Total.	Postage levied on Covers delivered in Calcutta.
	Paid.	Unpaid.		Paid.	Unpaid.		Calcutta.	Forward.				Rs. a. p.
1846 - -	45407	11909	57316	18129	5265	23394	43563	14681	58244	770	139724	7453 11 6
1847 - -	44776	15184	59960	17965	5564	23529	53222	12182	65404	866	149759	9378 4 –
1848 - -	47857	18464	66321	16882	6292	23174	54484	20515	74999	697	165191	10938 3 3
1849 - -	52878	21549	74427	23962	6827	30 [illegible]9	60360	27190	87570	289	193075	13158 5 3
1850 - -	57215	23565	80780	25015	6370	31385	63644	28526	92170	372	204707	14712 15 6
Total - -	248133	90671	338804	101953	30318	132271	275293	103094	378387	2994	852456	55641 7 6

Covers Exported per Peninsular and Oriental Company's Steamers.

YEAR.	Calcutta.		Total.	Inland.		Total.	Newspapers and Price Currents.			Total.	Free.	Grand Total.	Inland Postage on Export Covers.	Steam Postage on Export Covers.
	Paid.	Unpaid.		Paid.	Unpaid.		Paid.	Unpaid.	Inland.				Rs. a. p.	Rs. a. p.
1846 - -	18390	67272	85662	7498	34633	42131	1147	68328	11635	81110	14695	223598	10861 3 –	14753 8 –
1847 - -	20189	62745	82934	8317	19507	27824	1800	44219	2489	48508	14071	173337	9929 10 –	16213 13 3
1848 - -	21503	57900	79403	8404	20056	28460	1862	38055	2759	42676	13799	164338	11273 4 6	16840 9 9
1849 - -	23208	59255	82463	11472	20892	32364	2449	39722	4999	47170	12635	174632	12541 9 3	18487 3 3
1850 - -	28754	62398	91152	11194	21974	33168	2986	42234	1611	46831	15836	186987	12982 9 11	20754 2 –
Total - -	112044	309570	421614	46885	117062	163947	10244	232558	23493	266295	71036	922892	57588 4 8	87049 4 3

Covers Imported per Overland Mail *viâ* Bombay. / Covers Exported per Overland Mail *viâ* Bombay.

YEAR.	Imported: Letters.		Imported: Papers.		Free.	Total.	Amount.	Exported: Letters.		Exported: Papers.		Free.	Total.	Amount.	Grand Total.	Grand Total Amount.
	Calcutta.	Forward.	Calcutta.	Forward.			Rs. a. p.	Calcutta.	Inland.	Calcutta.	Inland.			Rs. a. p.		Rs. a. p.
1846 - -	44146	9486	31774	12223	2708	100337	56514 – –	32755	119	23290	49	3956	60169	49433 8 –	160506	105947 9 –
1847 - -	40359	7426	31019	10028	2438	91270	55631 11 –	30101	73	19875	9	2905	52963	45463 9 –	144233	101095 4 –
1848 - -	30091	5216	21682	7165	1570	65724	41846 11 –	26155	102	17796	13	945	45011	38552 8 –	110735	80399 8 –
1849 - -	22754	2724	15487	4648	879	46492	27560 2 –	27771	90	16863	4	773	45501	38944 5 –	91993	66494 7 –
1850 - -	24257	2496	15922	3958	891	47524	36733 2 –	27598	131	17648	3	1016	46396	40877 3 6	93920	77610 5 6
Total - -	161607	27348	115884	38022	8486	351347	218275 10 –	144380	515	95472	78	9595	250040	213271 1 6	601387	431546 11 6

(signed) *J. R. B. Bennett.*

(True Copy.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 38½.

Appendix (A.), No. 38½.

STATEMENT, showing the Number of STEAM COVERS received at and despatched from *Singapore*, *Penang* and *Malacca* Post-offices, per Peninsular and Oriental Company's Steamers, in each Year, from 1845 to 1850.

DESPATCHED.

	1845.				1846.				1847.				1848.				1849.				1850.			
	Letters.	Newspapers.	Parcels.	TOTAL.	Letters.	Newspapers.	Parcels.	TOTAL.	Letters.	Newspapers.	Parcels.	TOTAL.	Letters.	Newspapers.	Parcels.	TOTAL.	Letters.	Newspapers.	Parcels.	TOTAL.	Letters.	Newspapers.	Parcels.	TOTAL.
Singapore - - -	17317	5543	-	22860	48321	17535	-	65856	59541	17619	-	77160	70379	22099	-	92478	59987	21569	-	81556	-	-	-	-
Penang - - -	1580	- -	-	1580	6501	- -	-	6501	10595	- -	-	10595	10449	- -	-	10449	9384	- -	-	9384	11115	- -	-	11115
Malacca - - -	147	- -	-	147	108	- -	-	108	119	3	-	122	689	5	3	697	832	6	4	842	513	6	-	519
TOTAL - - -	19044	5543	-	24587	54930	17535	-	72465	70255	17622	-	87877	81517	22104	3	103624	70203	21575	4	91782	11628	6	-	11634

RECEIVED.

	1845.				1846.				1847.				1848.				1849.				1850.			
	Letters.	Newspapers.	Parcels.	TOTAL.	Letters.	Newspapers.	Parcels.	TOTAL.	Letters.	Newspapers.	Parcels.	TOTAL.	Letters.	Newspapers.	Parcels.	TOTAL.	Letters.	Newspapers.	Parcels.	TOTAL.	Letters.	Newspapers.	Parcels.	TOTAL.
Singapore - - -	7634	5638	-	13272	29639	20619	-	50258	43294	30129	-	73423	53958	72664	-	126622	42683	65937	-	108620	-	-	-	-
Penang - - -	- -	- -	-	- -	- -	- -	-	- -	- -	- -	-	- -	- -	- -	-	- -	14949	- -	-	14949	18949	- -	-	18949
Malacca - - -	234	32	-	266	38	- -	-	38	47	2	-	49	111	- -	-	111	240	123	-	363	245	260	-	505
TOTAL - - -	7868	5670	-	13538	29677	20619	-	50296	43341	30131	-	73472	54069	72664	-	126733	57872	66060	-	123932	19194	260	-	19454

Cecil Beadon, Commissioner.

Appendix (A.), No. 39.

STATEMENT of the Number of LETTERS and NEWSPAPERS despatched and received by the Peninsular and Oriental Steam Company's Vessels at *Madras* in each Year, from 1845 to 1850.

Appendix (A.), No. 39.

DESPATCHED.

	March 1845 to February 1846.	March 1846 to February 1847.	March 1847 to February 1848.	March 1848 to February 1849.	March 1849 to February 1850.
LETTERS:					
From Madras - -	29707	38831	39979	41260	40527
From Mofussil - -	26427	33670	47252	51991	47292
TOTAL - - -	56134	72501	87231	93251	87819
NEWSPAPERS:					
From Madras - -	7930	14442	19726	22649	22182
From Mofussil - -	605	973	1599	1585	1673
TOTAL - - -	8535	15415	21325	24234	23855

RECEIVED.

	March 1845 to February 1846.	March 1846 to February 1847.	March 1847 to February 1848.	March 1848 to February 1849.	March 1849 to February 1850.
LETTERS:					
For Madras - - -	23746	36243	32889	29373	34708
For Mofussil - -	29866	30507	43353	56902	49320
TOTAL - - -	53612	66750	76242	86275	84028
NEWSPAPERS:					
For Madras - -	43263	43198	49386	54008	47892
For Mofussil - - -	25250	21576	24957	31897	32015
TOTAL - - -	68513	64774	74343	85905	79907

IN MARCH.

	1845.	1846.	1847.	1848.	1849.	1850.
LETTERS:						
Received - - - -	2338	5341	5248	5701	6965	6705
Despatched - - -	2860	4707	6133	7141	6979	7520
NEWSPAPERS:						
Received - - - -	5350	5190	7704	6610	9665	6427
Despatched - - -	578	908	1785	2050	2058	2007

(True Extract.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 40.

RETURNS, showing the Number of COVERS despatched from *Bombay* General Post-office by the MAIL STEAMERS in each Year since A.D. 1841.

Years.		Paid Letters *viâ* Southampton.	English *viâ* Marseilles and Southampton.		Foreign Europe.		REMARKS.
			Letters.	Papers.	Letters.	Papers.	
1841	By the regular monthly mail -	- -	261284	86290	12077	7510	- - The records of this offi exhibit only the total numb of letters and papers di- patched in the year 1841 to 1844, consequently the pa- ticulars cannot be given.
1842	Ditto - - ditto - - -	- -	277318	180772	13933	8016	
1843	Ditto - - ditto - - -	- - -	355649	189870	17949	9219	
1844	Ditto - - ditto - - -	25812	380563	194435	18640	8979	

Years.		LETTERS.					NEWSPAPERS.			
		Southampton Steam Postage paid.	Southampton Steam Postage Bearing.	English *viâ* Marseilles.	Foreign Europe.	Alexandria and Suez.	*Viâ* Southampton.	*Viâ* Marseilles.	Foreign Europe.	Alexandria and Suez.
1845	By the regular monthly mail -	29620	183602	81417	11445	3635	27074	61769	4540	3915
	Ditto mid-monthly - ditto -	1729	16202	6601	332	149	2309	9371	259	566
	TOTAL - - -	31349	199804	88018	11777	3784	29383	71140	4799	4481
1846	By the regular monthly mail -	72537	124494	57754	7017	2611	15729	56367	3312	3501
	Ditto mid-monthly - ditto -	7349	38858	18497	1406	1067	5294	22704	670	1781
	TOTAL - - -	33086	163352	76251	8423	3678	21023	79071	3982	5282
1847	By the regular monthly mail -	26479	118621	54438	6824	2380	14833	48901	2839	3387
	Ditto mid-monthly - ditto -	8541	40249	15729	1234	997	5020	15718	608	1711
	TOTAL - - -	35020	158870	70167	8058	3377	19853	64619	3447	5098
1848	By the regular monthly mail -	12561	75159	83095	5516	2359	9485	46844	2203	3341
	Ditto mid-monthly - ditto -	11749	58655	17249	1441	937	7578	18350	685	1639
	TOTAL - - -	24310	133814	100344	6957	3296	17063	65194	2888	4980
1849	By the regular monthly mail -	- -	- -	93944	5311	2186	- -	44061	1942	2993
	Ditto mid-monthly - ditto -	16491	106094	22173	870	1116	8281	22656	631	1601
	TOTAL - - -	16491	106094	116117	6181	3302	8281	66717	2573	4594
1850	By the regular monthly mail -	- -	- -	97795	6154	2390	- -	49457	2236	2914
	Ditto mid-monthly - ditto -	17060	110450	20902	1118	1171	10853	21465	527	1694
	TOTAL - - -	17060	110450	118697	7272	3561	10853	70922	2763	4608

Bombay, General Post-office, 31 March 1851.

A. W. Ravenscroft, Postmaster-general.

Appendix (A.), No. 40—*continued.*

RETURNS, showing the Number of COVERS received at the *Bombay* General Post-office by the MAIL STEAMERS in each Year since A. D. 1841.

Years.	—	Southampton Steam Postage Bearing.	English *viâ* Marseilles and Southampton.		Foreign Europe.		REMARKS.
			Letters.	Papers.	Letters.	Papers.	
1841	By the regular monthly mail -	- -	298038	242863	14030	60000	- - The records of this office exhibit only the total number of letters and papers received in the year 1841 to 1844. The system of pre-paying Overland letters was introduced in 1844.
1842	Ditto - - ditto - -	- -	309981	282954	14603	60000	
1843	Ditto - - ditto - -	- -	325996	297877	17019	60000	
1844	Ditto* - - ditto - -	- -	353790	370099	20579	60000	

Years.	—	LETTERS.					NEWSPAPERS.			
		Southampton Steam Postage Bearing.	Southampton Postage paid.	English *viâ* Marseilles.	Foreign Europe.*	Alexandria and Suez.	*Viâ* Southampton.	*Viâ* Marseilles.	Foreign Europe.*	Alexandria and Suez.
1845	By the regular monthly mail -	24196	223443	59091	12212	1260	327760	98396	42000	
	Ditto mid-monthly - ditto -	1450	13791	1777	716	740	31121	12882	18000	
	TOTAL - - -	25646	237234	60868	12928	2000	358881	111218	60000	
1846	By the regular monthly mail -	24398	154920	38671	12440	1095	201875	67265	42000	
	Ditto mid-monthly - ditto -	11241	62302	14409	1020	1195	125147	38417	18000	
	TOTAL - - -	35639	217222	53080	13460	2290	327022	105682	60000	
1847	By the regular monthly mail -	25665	132050	38212	8504	1558	216813	63256	42000	
	Ditto mid-monthly - ditto -	15092	71969	12154	1656	1560	129014	38978	18000	
	TOTAL - - -	41757	204027	50372	10160	3118	345827	102234	60000	
1848	By the regular monthly mail -	15145	60470	48991	7006	1708	105746	74354	42000	
	Ditto mid-monthly - ditto -	23967	82242	13221	1037	1713	197188	42003	18000	
	TOTAL - - -	39112	142712	62212	8043	3421	302934	116357	60000	
1849	By the regular monthly mail -	- -	- -	64904	6053	2359	- -	95100	42000	
	Ditto mid-monthly - ditto -	31104	95426	17023	744	2024	219216	45874	18000	
	TOTAL - - -	31104	95426	81927	6797	4385	219216	140974	60000	
1850	By the regular monthly mail -	- -	- -	62788	7023	3268	- -	101461	42000	
	Ditto mid-monthly - ditto -	33119	100669	19405	1265	2733	227412	49007	18000	
	TOTAL - - -	33119	100669	82193	8288	6001	227412	150468	60000	

* It has not been the practice to count the newspapers received from Foreign Europe. The average monthly number may be assumed to be about 5000 covers.

Bombay, General Post-office, 31 March 1851. *A. W. Ravenscroft*, Postmaster-general.

Appendix (A.), No. 41.

Appendix (A.), No. 41.

LIST of NEWSPAPERS despatched from the *Calcutta* General Post-office on the 20th February 1851.

Names of the Presses, &c.	Number of Bearing Newspapers.	Number of Paid Newspapers.	Total Weight in Tolahs.	Average Weight of each Paper in Tolahs.
Englishman	219	17	670	2·84
Bengal Hurkaru	138	20	432	2·73
Morning Chronicle	118	8	379	3·
Friend of India	442	14	1489	3·26
Citizen	35	0	109	3·11
Price Current	19	0	17	·89
Commercial Advertiser	10	2	30	2·5
Samachur Chundrica	19	0	28	1·47
Sangbad Proboka	16	0	50	3·12
Individuals	74	52	355	2·81
TOTAL	1090	113	3559	2·95

(signed) *E. Botellho,* Superintendent.

(True Copy.) *Cecil Beadon,* Commissioner.

Calcutta, General Post-office,
21 February 1851.

Appendix (A.), No. 42.

Appendix (A.), No. 42.

STATEMENT, showing the Average Weight of One Copy of each of the NEWSPAPERS despatched from the *Madras* General Post-office.

DESCRIPTION.	Average Weight of each Newspaper.
	Tolahs.
Spectator	3 ¼
Circulator	1 ¾
Madras Advertiser	2 ¼
Fort St. George Gazette	3 ¼
Athenæum	3
Crescent	2
Christian Herald	2
Native Herald	1 ½
Ackbur in Persia	1
Vurthamanatharangunce in Telugu	1 ½
Dravada Theepeecay in Tamil	2
Eastern Guardian	2
Price Current	1
United Service Gazette	2 ¼

(True Extract.) *Cecil Beadon,* Commissioner.

Appendix, (A.), No. 43.

STATEMENT of the Amount of POSTAGE due on Chargeable NEWSPAPERS, &c., dispatched by Inland Post from all the Post-offices in *India* during Four Weeks, with a Calculation of the same for One Year.

	Bengal.			North-Western Provinces.			Madras.			Bombay.			TOTAL.		
	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*
Newspapers, &c. - - - -	4826	1	–	4281	12	–	3181	–	–	7232	3	–	19521	–	–
TOTAL for Four Weeks	4826	1	–	4281	12	–	3181	–	–	7232	3	–	19521	–	–
Newspapers, &c. - - - -	62911	2	9	55815	10	8	41466	9	8	94276	11	8	254470	2	9
TOTAL for One Year -	62911	2	9	55815	10	8	41466	9	8	94276	11	8	254470	2	9

Cecil Beadon, Commissioner.

Appendix (A.), No. 44.

STATEMENT, showing the Number of COUNTRY LETTERS and GAZETTES rejected Unopened at *Calcutta*, and which have been returned to the Sender, from July to December 1849.

MONTHS.	LETTERS.			GAZETTES.			REMARKS.
	Service and Free.	Post paid.	Bearing.	Service and Free.	Post paid.	Bearing.	
July - 1849 - -	- -	4	4	- -	- -	5	As rejected foreign covers are entered indiscriminately with the like country letters, &c., in the registers, it is not now possible to discriminate between them.
August - " - -	- -	- -	11	- -	- -	4	
September " - -	- -	- -	2	- -	- -	4	
October - " - -	- -	- -	5	- -	- -	13	
November " - -	- -	- -	4	- -	- -	- -	
December " - -	- -	- -	1	- -	- -	3	
TOTAL - - - -	- -	4	27	- -	- -	29	

Calcutta, General Post-office,
31 January 1851.

J. R. B. Bennett, Deputy Postmaster-general.

Appendix (A.), No. 45.

Statement, showing the Particulars of Unclaimed Letters at the ***Calcutta***

	Remaining								Since Delivered							
	Letters.			Gazettes.			Postage of Letters.	Postage of Gazettes.	Letters.			Gazettes.			Postage of Letters.	Postage of Gazettes.
	Paid.	Free.	Bearing.	Paid.	Free.	Bearing.	Rs. a. p.	Rs. a. p.	Paid.	Free.	Bearing.	Paid.	Free.	Bearing.	Rs. a. p.	Rs. a. p.
January 1849.																
Inland English Letters	120	13	261	8	–	149	117 8 –	33 9 –	70	2	135	7	–	40	68 2 6	9 5 –
Inland Native Letters	210	10	1304	–	–	19	172 9 –	2 9 –	6	–	28	–	–	–	4 14 –	- - -
Ship, Steam and Overland Letters	135	3	53	109	–	48	33 14 6	11 7 –	82	1	33	63	–	4	24 1 –	1 5 –
Ship and Steam Native Letters	5	–	43	4	–	5	7 12 –	– 15 –	2	–	6	1	–	–	1 1 6	- - -
Calcutta Steam Letters	–	–	82	–	–	–	42 8 –	- - -	–	–	53	–	–	–	28 – –	- - -
Bombay Steam Letters	–	–	7	–	–	–	10 2 –	- - -	–	–	6	–	–	–	9 3 –	- - -
	470	26	1750	121	–	221	384 5 6	48 8 –	160	3	261	71	–	44	135 6 –	10 10 –
February 1849.																
Inland English Letters	83	18	240	3	3	123	90 10 6	26 13 –	36	3	114	3	3	37	53 8 –	7 3 –
Inland Native Letters	169	11	1328	–	1	8	164 15 6	1 3 –	1	–	17	–	–	–	2 10 –	- - -
Ship, Steam and Overland Letters	97	3	98	99	–	38	57 13 –	9 4 –	65	1	30	45	–	5	26 14 6	1 14 –
Ship and Steam Native Letters	4	2	24	–	–	–	7 7 6	- - -	1	–	3	–	–	–	1 15 –	- - -
Calcutta Steam Letters	–	–	86	–	–	–	45 – –	- - -	–	–	38	–	–	–	19 8 –	- - -
Bombay Steam Letters	–	–	6	–	–	–	8 4 –	- - -	–	–	2	–	–	–	2 12 –	- - -
	353	34	1782	102	4	169	274 2 6	37 4 –	103	4	204	48	3	42	107 3 6	9 1 –
March 1849.																
Inland English Letters	66	15	236	3	1	226	88 14 –	46 1 –	32	9	100	–	1	16	47 6 6	2 9 –
Inland Native Letters	195	8	1272	2	–	44	159 2 6	5 12 –	4	–	19	–	–	–	3 1 6	- - -
Ship, Steam and Overland Letters	76	12	62	108	–	68	36 10 –	15 11 –	42	3	35	22	–	11	25 3 –	2 10 –
Ship and Steam Native Letters	2	–	25	–	–	–	6 6 6	- - -	1	–	2	–	–	–	– 5 –	- - -
Calcutta Steam Letters	–	–	91	–	–	–	46 8 –	- - -	–	–	52	–	–	–	27 – –	- - -
Bombay Steam Letters	–	–	16	–	–	–	21 9 –	- - -	–	–	12	–	–	–	16 8 –	- - -
	341	35	1702	113	1	338	359 2 –	67 8 –	79	12	220	22	1	27	119 8 –	5 3 –

ABSTRACT.

January 1849	470	26	1750	121	–	221	384 5 6	48 8 –	160	3	261	71	–	44	135 6 –	10 10 –
February 1849	353	34	1782	102	4	169	274 2 6	37 4 –	103	4	204	48	3	42	107 3 6	9 1 –
March 1849	341	35	1702	113	1	338	359 2 –	67 8 –	79	12	220	22	1	27	119 8 –	5 3 –
	1164	95	5234	336	5	728	1017 10 –	153 4 –	342	19	685	141	4	113	362 1 6	24 14 –

Calcutta, General Post-office.

Appendix (A.), No. 45.

General Post-office during the Months of January, February and March 1849.

RETURNED OR FORWARDED.								BALANCE STILL REMAINING.							
Letters.			Gazettes.			Postage of Letters.	Postage of Gazettes.	Letters.			Gazettes.			Postage of Letters.	Postage of Gazettes.
Paid.	Free.	Bearing.	Paid.	Free.	Bearing.			Paid.	Free.	Bearing.	Paid.	Free.	Bearing.		
						Rs. a. p.	*Rs. a. p.*							*Rs. a. p.*	*Rs. a. p.*
1	2	27	-	-	3	18 4 -	- 9 -	49	9	99	1	-	106	31 1 6	23 11 -
-	-	-	-	-	-	- - -	- - -	204	10	1276	-	-	19	167 11 -	2 9 -
49	-	10	8	-	-	8 1 -	- - -	4	2	10	38	-	44	1 12 6	10 2 -
-	-	-	-	-	-	- - -	- - -	3	-	37	3	-	5	6 10 6	- 15 -
-	-	29	-	-	-	14 8 -	-	-	-	-	-	-	-	-	-
-	-	1	-	-	-	- 15 -	-	-	-	-	-	-	-	-	-
50	2	67	8	-	3	41 12 -	- 9 -	260	21	1422	42	-	174	207 3 6	37 5 -
3	-	23	-	-	13	10 14 6	2 9 -	44	15	103	-	-	73	26 4 -	17 1 -
1	-	1	-	-	-	- 2 -	- - -	167	11	1310	-	1	8	162 3 6	1 3 -
2	-	30	2	-	1	17 8 6	- 3 -	30	2	38	52	-	32	13 6 -	7 3 -
-	-	-	-	-	-	- - -	- - -	3	2	21	-	-	-	5 8 6	-
-	-	48	-	-	-	25 8 -	-	-	-	-	-	-	-	-	-
-	-	4	-	-	-	5 8 -	-	-	-	-	-	-	-	-	-
6	-	106	2	-	14	59 9 -	2 12 -	244	30	1472	52	1	113	107 6 -	25 7 -
4	1	32	-	-	20	16 8 -	3 7 -	32	5	104	3	-	190	24 15 6	40 1 -
-	-	1	-	-	-	- 6 -	- - -	191	8	1252	2	-	44	155 11 -	5 12 -
7	-	17	7	-	3	8 9 6	- 12 -	27	9	10	79	-	54	2 13 6	12 5 -
-	-	1	-	-	-	1 10 -	- - -	1	-	22	-	-	-	4 7 6	-
-	-	39	-	-	-	19 8 -	-	-	-	-	-	-	-	-	-
-	-	4	-	-	-	5 1 -	-	-	-	-	-	-	-	-	-
11	1	94	7	-	23	51 10 6	4 8 -	251	22	1388	84	-	288	187 15 6	58 2 -

ABSTRACT.

50	2	67	8	-	3	41 12 -	- 9 -	260	21	1422	42	-	174	207 3 6	37 5 -
6	-	106	2	-	14	59 9 -	2 12 -	244	30	1472	52	1	113	107 6 -	25 7 -
11	1	94	7	-	23	51 10 6	4 3 -	251	22	1388	84	-	288	187 15 6	58 2 -
67	3	267	17	-	40	152 15 6	7 8 -	755	73	4282	178	1	575	502 9 -	120 14 -

Chas Saml Starling.

Appendix (A), No. 46.

Appendix, (A.), No 46.

RETURN of UNCLAIMED LETTERS received from the Post-offices, North-Western Provinces, and forwarded for Delivery during the Year 1849.

MONTHS.	RECEIVED.						FORWARDED FOR DELIVERY.						REMAINING.					
	Paid.		Bearing.				Paid.		Bearing.				Paid.		Bearing.			
	Amount.		Letters.		Gazettes.		Amount.		Letters.		Gazettes.		Amount.		Letters.		Gazettes.	
			Amount.		Amount.				Amount.		Amount.				Amount.		Amount.	
1849	No.	Rs. a. p.	No.	Rs. a. p.	No.	Rs. a. p.	No.	Rs. a. p.	No.	Rs. a. p.	No.	Rs. a. p.	No.	Rs. a. p.	No.	Rs. a. p.	No.	Rs. a. p.
January	84	7 8 6	963	143 – –	9	1 14 –	6	– 14 –	34	10 5 –	-	-	78	6 10 6	929	137 11 –	9	1 14 –
February	402	42 10 6	1900	223 4 6	201	55 3 –	-	-	2	– 9 6	-	-	402	42 10 6	1898	222 11 –	201	55 3 –
March	72	7 10 –	574	98 8 6	10	1 4 –	-	-	4	2 11 –	-	-	72	7 10 –	570	95 13 6	10	1 4 –
April	79	5 10 6	873	87 14 6	15	3 6 –	3	– 3 –	20	9 10 –	-	-	76	5 7 6	853	78 4 6	15	3 6 –
May	366	40 12 –	355	430 12 –	99	20 15 –	2	1 4 –	9	2 2 6	-	-	364	39 8 –	346	428 9 6	99	20 15 –
June	280	37 15 –	2199	262 12 6	118	19 – –	-	-	1	– 3 –	-	-	280	37 15 –	2198	262 9 6	118	19 – –
July	238	24 15 –	2268	274 13 6	21	4 2 –	-	-	-	-	-	-	238	24 15 –	2268	274 13 6	21	4 2 –
August	223	22 4 6	1687	230 13 –	21	6 11 –	2	– 12 –	1	– 2 –	-	-	221	21 8 6	1686	230 11 –	21	6 11 –
September	588	54 1 6	4065	496 6 6	143	26 11 –	-	-	-	-	-	-	588	54 1 6	4065	496 6 6	143	26 11 –
October	464	35 12 6	4049	445 6 6	16	5 11 –	10	1 12 –	527	73 8 –	-	-	454	34 – 6	3522	371 14 6	16	5 11 –
November	608	70 6 6	4809	654 2 6	114	24 7 –	2	– 4 –	9	1 14 6	-	-	606	70 2 6	4800	652 4 –	114	24 7 –
December	418	40 11 6	3865	471 4 –	120	22 6 –	2	– 4 –	6	1 8 –	-	-	416	40 7 6	3879	469 12 –	120	22 6 –
TOTAL	3822	390 6 –	27627	3824 2 –	887	191 10 –	27	5 5 –	613	102 9 6	-	-	3795	385 1 –	27014	3721 8 6	887	191 10 –

H. B. Riddell, Postmaster-general, N. W. P.

Appendix (A), No. 47.

STATEMENT, showing the Number of UNCLAIMED LETTERS Opened in the Office of the Postmaster-general, *Agra*, and the Value of the Contents, for 1849-50.

Name of the Addressee of Letters.	Name of the Treasury or Person on whom the Draft or Hoondee is drawn.	Month and Date of Hoondee.		Amount. Rs.	a.	p.	From what Post-office dispatched.	To what Office directed.
Ahemed Bux	Peer Bux and Abdul Kodun	Beysak	2d	410	-	-	Gurhmoktesher	Meerut.
Ditto	ditto	Juth	10th	400	-	-	ditto	ditto.
Ditto	ditto	ditto B.	12th	405	-	-	ditto	ditto.
Ditto	ditto	Asadh	2d	401	-	-	ditto	ditto.
Baug Mul and Sochaity	Abeenosaheb	Poos	11th	1800	-	-	-	Gwalior.
Jahaneo Bustee	Collector Mynpoory	May 1848	18th	26	-	-	Simlah	Mynpooree.
Budden Sing	Ajooday Persaud, Buldao Sah	Jeith	8th	36	-	-	-	Umballa.
Myjoo Khana	Juggunauth, Buddrenauth	Sauvun	6th	10	-	-	Agra	Futtygurh.
Bunkoo Lall	Mohun Lall and Juggurnauth	Poos	3d	27	-	-		
Saligram	Oomed Ram and Mohun Ram	Cheit B.	4th	25	-	-	-	Muttra.
Fyzulooddeen	Khooshalchund Paruk	Pooss B.	3d	15	-	-	Jubbulpore	Bhopaul.
Ram Lall	Goolaram Mohachund	Aughun S.	3d	10	-	-	Delhie	Futtygurh.
Tarrachund	Odeyram, Balas Roy	ditto	3d	1025	-	-	Benares	Etawah.
Ditto	Roghoonauth Doss, Hameer Mul	Jeith S.	11th	700	-	-		
Rotumchand Jamna Mul	Luchmun Chand, Husruttee	Bysak B.	11th	100	-	-	-	Futtygurh.
Mohamedee Begum	Ramruttun, Buddree Doss	Quar B.	6th	7	-	-	Barei y	Agra.
Sunt Ram	Hurrik Ram, Muttra Doss	Aughun B.	10th	200	-	-	Delhie	Agra.
Fukeerchand	Roop Mul, Jeykoo Mul	Sauvun B.	6th	15	-	-	Sehore	Indore.
Modun Gopaul	Sekissen Doss	Mah S.	2d	75	-	-	Etah	Meerut.
Sohun Lall	-	-	-	39	-	-	Umballa	Delhie.
Ramkissen and Dwarka Doss	Sujun Rai and Koonj Mul	Mah B.	6th	390	-	-	Meerut	Moradabad.
Jhumun Sing	Collect of Futtygurh	April	2d	101	-	-	Loodiana	Meerut.
Brindabun	Bussee Lall	Bhadur L.	1st	50	-	-	Subathoo	Wuzeerabad.
Gungadeen and Balmoskundoo	Munnu Ram, Dara Mul	Bhadur S.	5th	10	-	-	-	Nusseerabad.
Nejobut Ally	Deputy Collector	March	27th	24	-	-	Meerut	Agra.
Kooja Mul Sham Lall	Manik Chand, Punna Lall	Aughun B.	3d	50	-	-	Meerut	Agra.
Sahaj Ram, Kunnya Lall	-	-	-	500	-	-	-	Ramnugger.
Dwarka Doss and Rampersaud	Buxram and Mohun Lall	-	-	600	-	-	Cawnpore	Shajehanpore.
Khoolchal Roy and Govin Doss	Debaram, Sulleram	Koowar 1903	1st	10	-	-	-	Moradabad.
Sewnath and Ramnath	Joteepersaud	-	9th	100	-	-	-	Cawnpore.
Jowahar Lall and Kishen Doss	Shewdeen Lall and Dowaram	Sauvun 1904	2d	550	-	-		
Gopal Roy, Gonesh Lall, Kanynal and Ram Lall	Budree Doss and Ramruttun	Koowar 1903	9th	11	-	-	-	Agra.
Mungul Sain, Banse Ram	Hurdavi Doss	-	-	78	-	-	-	Jaunpore.
Gopal Mul	Ram Lall	Magh 1903	1st	150	-	-	-	Simla.
Showdyal and Sahu Ram	Khoshehal Roy and Buxeeram	Cheit 1902	13th	200	-	-	Banda	Lucknow.
	Buddree Doss and Ramruttun	-	-	25	-	-	Jounpore	Agra.
Bhajun Lall	Govin Doss	-	-	300	-	-	Cawnpore	Mirzapore.
	Bunkairam and Jeetmul	-	-	10	-	-	Lucknow	Delhie.
Kishen Lall and Koory Lall	Gunput Roy and Kanyan Mul	-	-	20	-	-	Meerut	Benares.
Tarrachand and Goomanee Ram	Oodeyram and Saligram	-	-	500	-	-	-	Cawnpore.
Collector	Resident	February 1840	22d	8	-	-	Delhie	Lucknow.
Bank	Bank	July 1849	27th	50			Simla	Lahore.
Pohope Sing and Bishen Surrope	Bunseedhur and Shewpersaud	-	-	10	-	-	-	Meerut.
Sreekishen and Sohuj Mul	Moha Sing and Bhun Sing	-	-	100	-	-	-	Shajehanpore.
Dy. Collector of Loodianah	Collector	May	30th	40	-	-	Loodianah	Meerut.
Tota Ram	Toolshunaram and Ramrek	-	-	2500	-	-	-	Benares.
Ramdoss	Ramruttun and Kishen Doss	-	-	5	-	-	-	Muttra.
Jamna Doss and Kishen Sahay	Goverdhun Doss and Roopram	-	-	300	-	-	-	Cawnpore.
Lukhmee Chand	Mooneeram and Ram Bux	-	-	116	8	-	Futtygurh	Muttra.
Oodey Doss and Doorgaput	Ramdhun Doss and Kassee Doss	-	-	25	-	-	Nyagong	Kurnaul.
	Kishen Mohun and Govind Ram	-	-	50	-	-	-	Kussee.
Bunsheedhur and Shewpersaud	Manick Chand and Punna Lall	-	-	25	-	-	Meerut	Agra.
		Carried forward	Rs.	12634	8	-		

Name of the Addressee of Letters.	Name of the Treasury or Person on whom the Draft or Hoondee is drawn.	Month and Date of Hoondee.	Amount. Rs.	a.	p.	From what Post-office dispatched.	To what Office directed.
		Brought forward	12634	8	–		
Rajkoomar and Gunais Ram	Luchmeenaram and Gunga Mul		58	–	–		Calcutta.
Commissariat Office	Asst. Commissary-general		100	–	–	Kussowlee	Jullunder.
Laljee Mul and Govin Doss	Hurput Roy and Narain Doss		200	–	–	Benares	Agra.
Manick Chand	Rampersaud and Paran Doss		24	–	–	Goruckpore	Fyzabad.
Bunsheedhur and Rampersaud	Juggonauth and Buddree Doss		10	–	–	Meerut	Futtygurh.
Mungul Sain and Bannee Ram	Goorpersaud and Kasseepersaud		58	–	–		
	Kalkadeen		100	–	–		Etawah.
Budun Mohun and Monsha Ram	Modun Mohun and Munsharem		25	–	–	Lucknow	Mirzapore.
Mansook Roy and Data Ram	Sajun Roy and Koonj Mul		150	–	–		Meerut.
Nund Ram	Dewkuram Doss and Cungapersaud		87	–	–		Allygurh.
Sada Ram	Rampaul and Sadaram		90	–	–		ditto.
Collector	Collector	November 1846 - 12th	5	–	–	Benares	Futtygurh.
Gonaish Roy	Dataram and Sabgram		80	–	–	Meerut	Moradabad.
Roopkishore	Balchand and Sookdeb Doss		28	–	–		Sirsa.
Shakhur Chand and Maick Chand	Kishennarain and Baldewna Ram		20	–	–	Goruckpore	Allahabad.
Bishonauth	Mr. Bulwer		750	–	–		Mirzapore.
Balluph Doss and Dwarka Doss	Koonj Mul and Ram Lall		25	–	–		Benares.
Gungaram and Mugneeram	Khoosaheb Roy and Seeram		24	10	–		Lucknow.
Kishen Doss and Gungaper Saud	Deenanauth		250	–	–		Cawnpore.
Shah Mohemad	Accountant-general	January	4000	–	–	Umballa	Head-quarter.
Ramrutun Gungpersaud	Shah Sahay	Jeith, B. - 7th	200	–	–		Meerut.
Gopeenath	Dylchand, Doorga Doss		300	–	–	Hatras	Hussiarpore.
Bhajun Lall	Gopaul Roy		25	–	–	Meerut	Agra.
Kasseenauth						Lucknow	Futtygurh.
Ally Bux	Azimgurh Treasury	March - 7th	20	–	–	Azimgurh	Shajehanpore.
Sheopersaud	Manick Chand and Punna Lall	Asadh - 9th	591	–	–	Meerut	Lahore.
Ramjee Mul	Punnoolall, Shamsoonder		500	–	–	Agra	Bhilsa.
Nait Mul	Chumput Rai, Munkor Chand	Aughun - 12th	200	–	–	Delhie	Chundowsee.
Ditto	ditto	ditto	100	–	–	ditto	ditto.
Poosa Kahar	Munohur Doss	Jeith B. - 4th	25	8	–	Wuzeerabad	Bareilly.
Govindram, Balmokund	Rogoonauth, Heemram	Cheit B. - 5th	100	–	–	Saugur	Agra.
Gunaish Singhee	ditto		10	–	–		Wuzeerabad.
Ditto	ditto		93	12	–		
Shib Ram, Matar Ram	Bohum Lall	Sauvun - 8th	150	–	–	Kalka	Delhie.
Brij Lall	Govind Doss		3100	–	–		Cawnpore.
			1000	–	–	Jeypore	Meerut.
			200	–	–	ditto	ditto.
Rampersaud	Golab Rai, Moha Chand	Bhador L. - 9th	59	–	–	Simla	Delhi.
Goomanjee Ghamutsee	Ghamutzee	Cheit S. - 9th	400	–	–	Agra	Jeypore.
	Ramjee Sahw		150	–	–		Peshawur.
Sheopersaud	Gungadeen Sheodeen		25	–	–	Meerut	Cawnpore.
Autmee Punt	Davee Ram, Atma Ram		415	–	–		Rajpore.
Modun Gopaul	Sadaram, Mohashook		1200	–	–		Benares.
	Honooman Persaud, Sewpersaud		1200	–	–		ditto.
Allaoddeen, Gopaul Rai	Gopal Rai, Koonj Mul		60	–	–	Wuzeerabad	Sultanpore.
Beny Lall	Gungadun Baijnauth		50	–	–		
Heera Lall, Ham Lall	Punna Lall		400	–	–		
Marhatta Letter	Anoop Chand		1000	–	–	Benares	Gwalior.
Bhoruth Mul			375	–	–		
Ditto	Jaith Mul		600	–	–		
Ditto	Dhurum Doss		400	–	–		
	Gopaul Roy, Balkissen		448	–	–	Jhansi	Benares.
		TOTAL - - Co.'s Rs.	32101	6	–		

(signed) *H. B. Riddell*, Postmaster-general.

(True Copy) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 48.

RETURN of the Number of COVERS rejected Unopened in *Madras* in 1849.

Number of Letters refused at Madras in 1849.	Number of Newspapers refused at Madras in 1849.	Number of Letters returned to the Senders in 1849.	Number of Newspapers returned to the Senders in 1849.	REMARKS.
452	55	452	55	Country and Foreign Covers cannot be distinguished from the Registers.

(True Extract.)

Cecil Beadon, Commissioner.

Appendix (A.), No. 49.

RETURN of the Number of Unclaimed, Dead and Refused LETTERS Opened at the *Madras* General Post-office in each of the Five Years ending with 1849, specifying the Number in which Money or Valuables were found.

Number of English Letters Opened at the General Post-office, from 1845 to 1849.		Number in which Money was found, and the Amount.		Number of Instances in which Owners were found.	Number of Native Letters Opened in the General Post-office, from 1845 to 1849.	Number in which Money was found, and the Amount.		Number in which other Valuables were found.	Number of Instances in which Owners were found.	TOTAL.
Years.	Letters.	Letters.	——		Letters.	Letters.	——			
			Rs. a. p.				Rs. a. p.			
1845	1866	- -	- -	- -	12671	5	35 - -	- -	- -	14537
1846	2062	- -	- -	- -	10567	3	15 - -	- -	- -	12629
1847	2018	3	40 - -	4	12604	2	20 - -	6	1	14622
1848	1771	2	20 - -	- -	13358	1	10 - -	- -	- -	15129
1849	1630	- -	- -	- -	9023	6	- 9 8	- -	- -	10653
										67570

(True Extract.)

Cecil Beadon, Commissioner.

Appendix (A.), No. 50.

No. 1.

RETURN, showing the Number of COVERS rejected Unopened in *Bombay* during the Year 1849, and returned by Post to the Senders.

Total Number of Rejected Bearing Letters.	Inland Postage.	Rejected Foreign Letters.	Inland Postage.	Rejected Native Letters.	Inland Postage.	Rejected Foreign Newspapers.	Inland Postage.	Rejected Country Newspapers.	Inland Postage.
	Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1506 - -	212 11 6	- - 134 - -	38 14 6	- - 1372 - -	173 13 –	- - - -	- - - -	- - 44 - -	9 4 –

No. 2.

RETURN, showing the Number of COVERS rejected Unopened in the *Mofussil*, and returned to the General Post-office in 1849.

Total Number of refused Bearing Letters.	Postage.	Number on which Postage has been recovered.	Postage.	Number of Refused Letters remaining.	Postage.	Number of Bearing Newspapers.	Postage.	Number of Bearing Letters returned to Europe.
	Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.	
203 - -	171 5 –	- - 85 - -	35 2 –	- - 118 - -	36 3 –	- - 87 - -	18 15 –	- - none.

No. 3.

RETURN, showing the Number of Dead and Unclaimed COVERS received at the General Post-office during the Year 1849.

Number of Unclaimed Letters and Papers remaining in 1849.						Number of which the Addressees have since been found.			Number of Letters and Papers returned to Europe.			Number of Letters still remaining Unclaimed, and the Amount of Postage due thereon.					
Number of Paid Letters.	Number of Bearing Letters.	Postage.	Number of Paid Newspapers.	Number of Bearing Newspapers.	Postage.	Number of Bearing Letters.	Number of Paid Letters.	Postage.	Number of Bearing Letters.	Number of Paid Letters.	Postage.	Number of Bearing Letters.	Number of Paid Letters.	Postage.	Number of Paid Newspapers.	Number of Bearing Newspapers.	Postage.
		Rs. a. p.			Rs. a. p.			Rs. a. p.			Rs. a. p.			Rs. a. p.			Rs. a. p.
22	7622	910 – –	- -	1633	243 3 –	66	- -	23 – –	352	- -	138 13 –	7205	- -	748 2 6	22	1633	243 3 –

No. 4.

RETURN, showing the Number of Dead and Unclaimed COVERS received from the Out-Station Post-offices at the General Post-office during the Year 1849.

Number of Letters and Newspapers received from Out-Stations during the Year 1849.						Number of which the Addressees have since been found.						Number of Letters still remaining, and the Amount of Postage due thereon.					
Number of Paid Letters.	Number of Bearing Letters.	Postage.	Number of Paid Newspapers.	Number of Bearing Newspapers.	Postage.	Number of Paid Letters.	Number of Bearing Letters.	Postage.	Number of Paid Newspapers.	Number of Bearing Newspapers.	Postage.	Number of Paid Letters.	Number of Bearing Letters.	Postage.	Number of Paid Newspapers.	Number of Bearing Newspapers.	Postage.
		Rs. a. p.			Rs. a. p.			Rs. a. p.			Rs. a. p.			Rs. a. p.			Rs. a. p.
35	1621	243 12 –	6	49	5 3 –	- -	1	1 1 –	- -	- -	- - -	35	1620	242 11 –	6	49	5 3 –

Bombay, General Post-office, 30 December 1850.

(signed) *A. W. Ravenscroft*, Postmaster-general.

(True Copy.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 51.

Statement, showing the Number of Inquiries, in Detail, made at the Postmaster-general's Office, North-west Province, regarding Missing Letters and Packets, during the Year 1849–50.

Month and Date when Inquiry was made at the Postmaster-general's Office.	Number of Inquiry.	Number of Case on Record.	Number of Instances in which Inquiry resulted in recovering the Missing Property, or otherwise.	Number of Instances in which the Loss was occasioned through the Neglect of the Addressee or Sender.	Number of Instances in which the Loss was occasioned through the Neglect of the Post-office People	Number of Instances in which Property was abstracted.	Value of Property Lost.	Value of Property Abstracted.	REMARKS.
May 8th -	1	L. M. 2, No. 4 -	- - The missing letter to the address of Major Havelock was dispatched from Umballa to Lahore, and could not be traced.	- - - - - -	- - Lahore Post-office Establishment suspected of having stolen the letter and its contents.	- - -	- - The missing letter contained a gold ring, value not known.		
June 7th -	2	L. M. 2, No. 13	- - The missing letter to the address of Mr. Eggless was originally dispatched from Jubbulpore, and, on an inquiry being instituted was traced.	- - The addressee, previous to the arrival of the missing letter, left Lucknow, and it was consequently sent as unclaimed to the Postmaster-general's Office.	- - - -	- - -	- - -	- - -	- - The letter in question contained no article.
„ 2nd -	3	L. M. 2, No. 12	- - Two letters to the address of Major Luass dispatched from Meerut and Delhi, supposed to be missing, but traced.	- - The letters were directed to Dehra, and the whereabouts of the addressee not being known, they were kept in deposit.	- - - -	- - -	- - Contained nothing.		
July 24th -	4	L. M. 2, No. 30	- - Regarding a missing letter containing a medal dispatched from Ferozepore to the address of Mr. M'Kenzie, Landour, not traced.	- - The cover was endorsed "Sutlej Medal."	- - It appears, from the statement of the Postmaster of Landour, that the letter was delivered to Mr. M'Kenzie's servant, who is suspected of the robbery.	- - -	- - Value not known.		
August 10th -	5	L. M. 2, No. 33	- - A packet containing eight Sutlej medals dispatched from Wuzeerabad to Landour, traced.	- - The packet was endorsed "Sutlej Medal."					
September 17th	6	L. M. 2, No. 40	- - Mr. Wood's letter, dispatched from Bombay, rifled of its contents; property abstracted not traced.	- - - - - -	- - Lahore Post-office establishment suspected.	- - The contents of the letter, "spectacles," abstracted.	- - -	- - Value not known.	
August 31st -	7	L. M. 2, No. 42	- - A letter containing medals dispatched from Peshawur to Landour, robbed of its contents.	- - Unsafely packed, and the cover endorsed "Sutlej Medals."	- - - -	Medals abstracted	- - -	- ditto.	
Nov. 12th -	8	L. M. 2, No. 52	- - A letter, containing diamond and jewels, rifled of its contents.	- - Such articles should not have been inclosed in a letter.	- - - -	- - Jewels abstracted, and letters damaged in the transit.	- - -	- ditto.	
June - -	9	B. No. 15 -	- - Loss of a letter containing five gold pins, dispatched from Calcutta to Wuzeerabad to the address of Lieutenant Wrench.	- - - - - -	- - - -	- - -	48 rupees.		

H. B. Riddell, Postmaster-general, North-west Province.

7.

Appendix (A.), No. 52.

Appendix (A.) No. 52.

NUMBER and Result of Inquiries for MISSING LETTERS under each Postmaster in the *Madras* Presidency, in each Year from 1846 to 1850.

OFFICE.	1846.		1847.		1848.		1849.		1850.	
	Successful.	Unsuccessful.	Successful.	Unsuccessful.	Successful.	Unsuccessful.	Successful.	Unsuccessful.	Successful.	Unsuccessful.
Hydrabad - -	–	3	1	4	1	1	2	1	3	–
Ganjam - - -	–	–	–	–	–	–	–	–	1	–
Mysore and Coorg -	19	1	11	4	8	4	6	3	6	1
Chingleput - -	no detail		6 successful		2 failed.		–	–	–	–
Travancore - -	–	–	–	–	–	–	–	–	–	–
Jaulnah - - -	–	1	–	–	–	–	–	–	–	–
Mominabad - -	–	–	–	–	–	–	–	–	–	–
Masulipatam - -	no detail		10 successful		3 failed.		–	–	–	–
Ootacamund - -	2	–	10	2	5	1	3	–	–	–
Trichinopoly - -	3	1	4	2	5	1	5	1	3	–
Tinnevilly - -	–	–	–	–	–	–	–	–	–	–
Canara - - -	–	–	–	–	–	–	–	–	–	–
Secundrabad - -	7	1	8	–	8	–	3	–	4	4
Tanjore - - -	–	–	–	–	–	–	–	–	–	–
Bellary - - -	2	–	10	6	9	2	3	1	–	–
Cannanore - -	–	–	–	–	–	–	–	–	1	[illegible]
Guntoor - - -	–	–	–	–	–	–	–	–	–	–
Cochin - - -	–	–	–	–	2	–	–	–	–	–
Kurnool - - -	–	–	–	–	–	–	–	–	–	–
Arcot - - -	–	–	–	–	–	2	–	–	–	2
Calicut - - -	1	1	–	1	–	4	–	–	–	–
Nellore * - - -	2	–	2	7	–	3	–	6	–	–
Rajahmundry - -	–	–	–	–	–	–	1	3	–	–
Cuddalore - -	5	5	2	5	3	2	2	6	–	–
Madura - - -	–	–	–	1	–	–	–	–	–	–
Pondicherry - -	–	–	1	1	–	–	3	–	1	–
Salem - - -	–	2	unsuccessful		–	–	–	no detail.		–
General Post-office -	48	24	78	46	114	50	117	51	–	–
Coimbatoor - -	–	–	6	–	4	5	2	6	–	–
Cuddapah - -	–	–	–	–	–	–	–	–	–	–
Vizagapatam - -	–	1	–	–	1	1	–	1	–	–
Hingolee - - -	–	–	–	–	–	–	–	–	–	–
TOTAL - - -	89	38	133	79	160	76	147	79	19	8

* All in Nellore were lost in transit by the district Dâwk.

(True Extract.) *Cecil Beadon,*
Commissioner.

Appendix (A.) No. 53.

Appendix (A.), No. 53.

STATEMENT, showing the Number of LETTERS (Franked, Paid and Bearing) Dispatched and Received by the Commissioned Native Officers and Non-commissioned Officers and Men of the Regiments in the *Bengal* and *Agra* Presidencies.

REGIMENT.	SENT.			RECEIVED.		
	Paid.	Bearing.	Free.	Paid.	Bearing.	Free.
Her Majesty's 3d Light Dragoons	- -	1	384	241	32	143
Ditto - 9th - ditto -	20	20	240	—	—	—
Ditto - 14th - ditto -	8	3	442	21	9	356
Ditto - 10th Foot - -	1	17	171	27	8	257
Ditto - 18th ditto - -	—	—	—	—	—	—
Ditto - 22d ditto - -	—	—	—	—	—	—
Ditto - 24th ditto - -	—	—	—	—	—	—
Ditto - 29th ditto - -	—	—	—	—	—	—
Ditto - 32d ditto - -	167	36	594	180	117	216
Ditto - 53d ditto - -	- -	- -	246	159	6	77
Ditto - 60th ditto - -	78	31	274	121	153	292
Ditto - 61st ditto - -	9	7	408	5	11	171
Ditto - 70th ditto - -	2	- -	144	2	4	86
Ditto - 75th ditto - -	- -	- -	263	143	7	104
Ditto - 80th ditto - -	- -	1	386	6	7	311
Ditto - 87th ditto - -	—	—	—	—	—	—
Ditto - 96th ditto - -	—	—	—	—	—	—
Ditto - 98th ditto - -	9	4	303	10	15	277
1st Regiment Light Cavalry -	3	- -	92	- -	42	20
2d - ditto - - -	- -	- -	98	8	56	25
3d - ditto - - -	—	—	—	—	—	—
4th - ditto - - -	1	3	112	19	- -	16
5th - ditto - - -	- -	- -	119	5	54	36
6th - ditto - - -	- -	7	84	21	90	44
7th - ditto - - -	- -	1	83	5	40	30
8th - ditto - - -	- -	6	112	- -	69	52
9th - ditto - - -	5	15	109	13	64	71
10th - ditto - - -	17	14	62	22	74	48
1st European Fusiliers - -	18	- -	316	230	38	198
2d - ditto - - -	5	3	352	12	20	415
1st Regiment Native Infantry -	- -	- -	142	16	- -	44
2d - - ditto - - -	- -	- -	248	5	47	151
3d - - ditto - - -	—	—	—	—	—	—
4th - - ditto - - -	4	6	212	59	157	199
5th - - ditto - - -	- -	- -	112	- -	28	100
6th - - ditto - - -	—	—	—	—	—	—
7th - - ditto - - -	- -	- -	116	7	48	106
8th - - ditto - - -	—	—	—	—	—	—
9th - - ditto - - -	—	—	—	—	—	—
10th - - ditto - - -	—	—	—	—	—	—
11th - - ditto - - -	- -	- -	188	12	33	105
12th - - ditto - - -	- -	- -	180	- -	48	76
13th - - ditto - - -	- -	- -	156	5	46	106
14th - - ditto - - -	—	—	—	—	—	—
15th - - ditto - - -	—	—	—	—	—	—
16th - - ditto - - -	19	25	106	27	29	93
17th - - ditto - - -	- -	- -	138	4	39	161
18th - - ditto - - -	- -	1	89	3	38	117
19th - - ditto - - -	—	—	—	—	—	—
20th - - ditto - - -	3	7	300	2	43	215
21st - - ditto - - -	- -	- -	144	10	18	117
22d - - ditto - - -	—	—	—	—	—	—
23d - - ditto - - -	—	—	—	—	—	—
24th - - ditto - - -	—	—	—	—	—	—
25th - - ditto - - -	3	9	104	2	30	80
26th - - ditto - - -	- -	- -	195	- -	10	126
27th - - ditto - - -	- -	- -	133	8	- -	99
28th - - ditto - - -	1	1	104	3	3	63
29th - - ditto - - -	- -	- -	104	2	16	81
30th - - ditto - - -	- -	1	204	6	47	128
31st - - ditto - - -	—	—	—	—	—	—
32d - - ditto - - -	- -	- -	156	- -	10	122
33d - - ditto - - -	- -	- -	106	- -	6	96
34th - - ditto - - -	- -	- -	155	- -	19	76
35th - - ditto - - -	—	—	—	—	—	—
36th - - ditto - - -	- -	- -	178	- -	24	102
37th - - ditto - - -	1	- -	181	3	20	127
38th - - ditto - - -	—	—	—	—	—	—
39th - - ditto - - -	- -	- -	250	- -	7	57
40th - - ditto - - -	- -	1	129	3	27	59
41st - - ditto - - -	—	—	—	—	—	—
42d - - ditto - - -	- -	- -	220	8	24	76
43d - - ditto - - -	1	29	73	10	14	106
44th - - ditto - - -	—	—	—	—	—	—
45th - - ditto - - -	—	—	—	—	—	—
46th - - ditto - - -	- -	- -	134	7	35	156
Carried forward - - -	375	249	9951	1452	482	6389

Appendix (A.)
No. 53.

REGIMENT.	SENT.			RECEIVED.		
	Paid.	Bearing.	Free.	Paid.	Bearing.	Free.
Brought forward - -	375	249	9951	1452	482	6389
47th Regiment Native Infantry -	—	—	—	—	—	—
48th - - ditto - - -	5	7	191	6	49	131
49th - - ditto - - -	- -	- -	122	13	19	118
50th - - ditto - - -	- -	- -	178	1	- -	49
51st - - ditto - - -	—	—	—	—	—	—
52d - - ditto - - -	—	—	—	—	—	—
53rd - - ditto - - -	- -	- -	112	11	41	68
54th - - ditto - - -	3	20	298	3	60	130
55th - - ditto - - -	—	—	—	—	—	—
56th - - ditto - - -	- -	- -	107	1	4	78
57th - - ditto - - -	—	—	—	—	—	—
58th - - ditto - - -	- -	- -	154	6	12	53
59th - - ditto - - -	—	—	—	—	—	—
60th - - ditto - - -	—	—	—	—	—	—
61st - - ditto - - -	- -	- -	151	2	7	20
62d - - ditto - - -	- -	2	201	6	30	107
63d - - ditto - - -	—	—	—	—	—	—
64th - - ditto - - -	—	—	—	—	—	—
65th - - ditto - - -	2	- -	268	- -	21	51
66th - - ditto - - -	—	—	—	—	—	—
67th - - ditto - - -	- -	2	151	3	29	82
68th - - ditto - - -	- -	- -	133	4	30	80
69th - - ditto - - -	- -	1	140	- -	17	183
70th - - ditto - - -	—	—	—	—	—	—
71st - - ditto - - -	- -	- -	50	- -	25	5
72d - - ditto - - -	—	—	—	—	—	—
73d - - ditto - - -	- -	- -	175	- -	53	165
74th - - ditto - - -	- -	- -	164	3	20	139
Calcutta Militia - - - -	- -	1	39	- -	4	30
Khelat-i-Ghilzie - - - -	2	- -	168	16	64	107
Ferozepore Regiment - -	—	—	—	—	—	—
Loodhiana - ditto - - -	1	- -	79	1	8	17
Nusseree Battalion - -	—	—	—	—	—	—
Sirmoor - ditto - - -	—	—	—	—	—	—
Kemaoon ditto - - - -	14	24	145	52	43	114
Hill Rangers ditto - - -	- -	- -	56	1	- -	66
Ramgurh - ditto - - -	1	3	208	- -	18	118
1st Assam Light Infantry - -	—	—	—	—	—	—
2nd - - ditto - - -	—	—	—	—	—	—
Mhairwarrah Battalion - - -	1	-	29	1	2	20
Sylhet Light Infantry - - -	- -	- -	170	- -	8	185
Arracan Battalion - - - -	—	—	—	—	—	—
Hurriana ditto - - - -	—	—	—	—	—	—
1st Regiment Oude Infantry -	3	4	273	6	12	715
2d - - - ditto - - -	3	5	148	3	5	138
1st Irregular Cavalry - - -	5	6	168	3	26	23
2d - - ditto - - - -	- -	25	146	- -	65	—
3d - - ditto - - - -	34	20	181	30	93	48
4th - - ditto - - - -	2	8	168	- -	59	—
5th - - ditto - - - -	- -	- -	178	- -	55	25
6th - - ditto - - - -	16	30	168	44	125	75
7th - - ditto - - - -	—	—	—	—	—	—
8th - - ditto - - - -	5	36	115	18	90	33
9th - - ditto - - - -	3	70	110	8	118	43
10th - - ditto - - - -	- -	10	189	10	148	41
11th - - ditto - - - -	—	—	—	—	—	—
12th - - ditto - - - -	—	—	—	—	—	—
13th - - ditto - - - -	—	—	—	—	—	—
14th - - ditto - - - -	4	17	42	13	62	10
15th - - ditto - - - -	—	—	—	- -	—	—
16th - - ditto - - - -	—	—	—	—	—	—
17th - - ditto - - - -	40	- -	160	- -	55	—
18th - - ditto - - - -	—	—	—	—	—	—
1st Seikh Infantry - - -	- -	7	54	4	25	37
2d - ditto - - - -	- -	- -	21	- -	5	21
3d - ditto - - - -	—	—	—	—	—	—
4th - ditto - - - -	—	—	—	—	—	—
1st Punjaub Cavalry - - -	—	—	—	—	—	—
2d - - ditto - - - -	- -	- -	182	- -	56	46
3d - - ditto - - - -	- -	1	184	2	65	51
4th - - ditto - - - -	1	5	150	- -	57	30
5th - - ditto - - - -	17	42	149	20	183	96
1st Punjaub Infantry - - -	- -	- -	30	2	4	25
2d - - ditto - - - -	—	—	—	—	—	—
3d - - ditto - - - -	- -	3	20	4	2	15
4th - - ditto - - - -	—	—	—	—	—	—
5th - - ditto - - - -	- -	- -	31	- -	3	7
TOTAL - - -	537	598	16315	1749	3659	9093

Cecil Beadon, Commissioner.

Appendix (A.), No. 54.

STATEMENT of the Number of LETTERS Received and Sent by each Sepoy Regiment in the *Madras* Presidency for a Period of 28 Days.

REGIMENT.	RECEIVED.			SENT.			Greatest Number Franked in one Day.
	Free.	Paid.	Bearing.	Free.	Paid.	Bearing.	
1st Light Cavalry	54	11	14	131	7	18	12
2d - ditto	126	200	313	190	—	—	
3d - ditto	52	1	90	156	—	—	
4th - ditto	31	16	66	119	12	7	
5th - ditto	46	7	27	104	3	16	
6th - ditto	120	32	16	89	11	16	
7th - ditto	143	17	132	157	5	49	
8th - ditto	66	11	1	134	3	19	
1st Native Infantry	178	182	363	204	270	354	
2d - ditto	114	53	168	160	29	59	15
4th - ditto	169	- -	- -	243	- -	- -	
5th - ditto	164	145	42	296	49	24	
6th - ditto	79	13	179	164	5	20	16
7th - ditto	206	22	190	263	16	115	
8th - ditto	103	5	126	165	6	9	10
9th - ditto	72	3	73	125	1	10	7
10th - ditto	97	17	90	100	3	- -	
11th - ditto	257	54	21	98	37	21	10
12th - ditto	87	12	91	125	7	24	
13th - ditto	213	107	307	290	80	106	10
14th - ditto	121	20	137	148	9	44	
15th - ditto	47	32	137	131	18	56	
16th - ditto	53	2	37	105	5	9	
17th - ditto	85	11	100	158	6	4	10
18th - ditto	91	10	113	126	31	68	
19th - ditto	106	14	95	209	3	6	- Average 16 in one day.
20th - ditto	410	63	364	480	2	13	
21st - ditto	150	16	114	193	10	32	12
22d - ditto	211	16	102	284	8	20	
23d - ditto	82	23	21	168	21	25	10
24th - ditto	60	6	73	134	- -	- -	12
25th - ditto	113	56		174	33		
26th - ditto	141	57	29	136	41	30	- Average 14 in one day.
27th - ditto	308	62	104	424	73	57	
29th - ditto	142	101		378	24		
30th - ditto	48	13	93	105	20	52	
31st - ditto	78	1	53	120	5	26	11
32d - ditto	61	5	56	125	5	13	
33d - ditto	93	14	62	191	6	13	
35th - ditto	68	7	17	219	13	15	
36th - ditto	193	12	113	271	8	81	17
37th - ditto	87	52		226	2		10
38th - ditto	119	76		179	119		
39th - ditto	40	52	58	135	21	46	11
40th - ditto	72	68		141	5		12
41st - ditto	158	19	146	168	14	74	
42d - ditto	118	20	45	279	19	20	
43d - ditto	56	14	40	114	14	1	
44th - ditto	288	227	42	188	—	—	
45th - ditto	44	7	84	194	8	31	
46th - ditto	128	58	192	163	44	100	
47th - ditto	183	8	110	250	—	—	
48th - ditto	53	20	140	117	9	49	
49th - ditto	80	34	- -	124	- -	27	11
52d - ditto	72	35	123	174	18	33	
Sappers, 7 Companies	137	55	106	253	17	13	- Average 9 per 7 Companies.
1st N. V. Battalion	- -	- -	- -	144	—	—	
2d - ditto	38	3	17	29	6	10	
TOTAL	6656	1844	5232	10465	998	1830	
		353			183		

(True Extract.) *Cecil Beadon,* Commissioner.

Appendix (A.), No. 55.

STATEMENT, showing the Number of LETTERS (Franked, Paid and Bearing) Dispatched and Received by the Commissioned Native Officers and Non-commissioned Officers and Men of the Regiments in the *Bombay* Presidency.

CORPS.	FOR WHAT PERIOD.	Number of Letters Dispatched.			Number of Letters Received.			TOTAL.
		Franked by the Commanding Officer.	Post Paid.	Bearing Postage.	Post Paid.	Bearing Postage.	Free.	
Her Majesty's 83d Regiment	from 24th July to 22d August 1850	237	39	78	87	28	203	672
1th Regiment Native Infantry	28 days	179	5	62	8	70	112	436
awuntwarree Local Corps	from 4th to 31st August	4	-	7	-	6	19	36
uzerat Colee Police Corps	from 1st to 28th August	5	-	-	-	-	1	6
d Regiment Light Cavalry	4 weeks	160	-	-	-	-	112	272
handeish Bheel Corps	4 ditto	86	1	5	-	8	92	192
th Regiment Native Infantry	22d August to 11th September	121	-	42	-	52	91	306
6th - - ditto	28 days	280	-	10	-	10	200	500
d Grenadier Regiment Native Infantry	28 ditto	93	-	1	-	-	180	274
ative Veteran Battalion	one month	110	6	12	10	15	60	213
0th Royal Hussars	24th August to 20th September	302	-	-	4	5	287	598
oona Irregular Horse	ditto to ditto	211	16	60	9	139	60	495
arine Battalion	26th August to 23d September	65	-	-	-	-	80	145
7th Regiment Native Infantry	from 21st August	28	2	44	1	43	36	154
8th - - ditto	28 days	92	-	15	1	1	71	180
appers and Miners	23d August to 19th September	213	2	22	21	21	197	476
0th Regiment Native Infantry	29th August to 25th September	82	-	21	1	66	75	245
st Grenadiers - ditto	4 weeks	142	9	56	10	80	94	391
8th Regiment - ditto	24th August to 20th September	54	1	38	2	61	71	227
st Battalion Artillery	4 weeks	231	-	-	-	-	-	231
d Regiment Native Infantry	for 28 days	135	-	3	-	68	99	305
5th - - ditto	27th August to 27th September	53	3	5	-	54	50	165
3th - - ditto	1st to 28th September	135	-	45	2	88	126	396
4th - - ditto	ditto	89	-	36	1	34	62	222
5th - - ditto	28 days	150	1	20	-	-	89	260
d Regiment English Light Infantry	ditto	207	58	68	49	203	113	698
3d Regiment Native Infantry	ditto	85	-	-	-	-	61	146
uzerat Provincial Battalion	one month	51	-	21	-	10	9	91
ler Majesty's 86th Regiment	1st to 28th September	251	4	-	4	4	57	320
th Regiment Native Infantry	28 days	108	-	5	-	56	88	257
. Marratha India Horse	5th September to 30th October	41	21	54	12	50	32	210
ler Majesty's 78th Highlanders (Right Wing), Aden	28 days	224	-	-	74	-	95	393
9th Regiment Native Infantry	3d to 30th September	142	-	5	45	-	117	309
st Regiment Light Cavalry (Lancers)	- - - -	53	-	8	4	18	45	128
th Battalion Artillery, with 3d Company 3d Battalion Artillery	1st to 28th September	51	-	1	-	12	49	113
th Regiment Native Infantry (Rifles)	28 days	123	-	37	1	126	100	387
1st Regiment Native Infantry	1st to 28th September	75	-	5	-	28	62	170
6th - - ditto	ditto	167	1	37	2	80	149	436
0th - - ditto	2d to 30th September	102	-	19	-	40	34	195
7th - - ditto	28 days	141	-	18	-	67	82	308
2th - - ditto	one month	91	1	16	3	61	80	252
hmednuggur Police Corps	4 weeks	8	1	-	-	4	2	15
oona - - - ditto	28 days	22	-	2	1	3	3	31
th Regiment Native Infantry	for 28 days	76	-	9	1	78	54	218
9th - - ditto	ditto	137	1	20	-	46	101	305
Her Majesty's 8th Regiment	ditto	396	13	9	114	6	281	819
Ghaut Police Corps	ditto	9	4	13	1	20	6	53
Rutnagiree Rangers	ditto	9	9	23	6	45	1	93
4th Regiment Native Infantry	ditto	142	-	5	2	19	93	261
2d Regiment Light Cavalry	ditto	84	-	4	-	7	74	169
th Regiment Native Light Infantry	1st to 28th October 1850	81	-	2	-	9	87	179
2d Belooch Regiment	ditto	32	-	-	-	9	38	79
Steam Vessels Ferooz, Medusa, Auckland and Queen	one month	*46	-	2	-	3	8	59
3th Regiment Native Infantry	28 days	48	-	50	1	74	64	237
2d Battalion Artillery	12th October to 8th November	115	1	6	6	-	120	248
1st European Regiment (Fusiliers)	28 days	167	2	-	-	59	223	451
1st Belooch Battalion	ditto	12	-	-	-	3	10	25
Scinde Irregular Horse	6th September to 4th October	328	2	78	9	227	118	762
Kolapoor Infantry Corps	1st to 30th September	10	9	54	1	19	14	107
Left Wing 78th Highlanders	for 28 days	166	-	-	1	9	65	241
		7057	212	1153	494	2244	5002	16162
	Deduct	*46	-	2	-	3	8	59
	TOTAL	7011	212	1151	494	2241	4994	16103

Letters dispatched and received under Frank	12005
Ditto - - Bearing	3392
Ditto - - Paid	706
TOTAL	16103

SAILORS' LETTERS:

Dispatched and received under Frank	54
Ditto - - Bearing	5
Ditto - - Paid	-
TOTAL	59

(signed) *W. Courtney*, Commissioner, Bombay.

(True Copy.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 56.

RETURN of the Number of PARCELS dispatched by BANGHY POST from the Post-offices in the *Bengal* Presidency, during the Month of August 1850.

PARCELS POST PAID.

MILES.		Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	Not exceeding 650 Tolahs.	TOTAL.
Not exceeding	100	129	22	12	6	2	3	1	1	-	1	1	1	-	179
"	200	99	27	10	7	-	3	1	1	-	-	-	-	-	148
"	300	43	21	6	2	1	-	2	-	-	-	-	-	-	75
"	400	56	10	9	2	1	2	-	1	-	1	-	-	-	82
"	500	23	11	10	3	-	-	3	-	1	-	1	-	-	52
"	600	3	-	3	2	-	2	-	-	1	-	-	-	-	11
"	700	10	4	1	2	-	-	-	-	-	-	-	-	-	17
"	800	10	2	2	-	-	-	-	1	-	-	-	-	-	15
"	900	10	2	1	-	-	-	-	-	-	-	-	-	-	13
"	1000	3	1	2	-	1	1	-	-	-	-	-	-	-	8
"	1200	16	7	4	-	-	1	-	-	-	-	-	-	-	28
Above - -	1200	3	1	1	2	-	2	-	-	-	-	-	-	-	9
TOTAL - - -		405	108	61	26	5	14	7	4	2	2	2	1	-	637

PARCELS BEARING POSTAGE.

MILES.		Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	Not exceeding 650 Tolahs.	TOTAL.
Not exceeding	100	253	77	44	21	9	9	11	2	7	2	1	3	-	439
"	200	310	104	51	24	15	16	11	4	3	2	1	1	1	543
"	300	127	57	36	18	6	3	3	8	6	2	1	1	-	268
"	400	217	91	41	19	13	11	12	6	1	1	1	-	-	413
"	500	96	53	17	7	8	6	2	3	-	-	-	2	-	194
"	600	64	18	7	1	1	-	2	-	-	-	-	-	-	93
"	700	56	37	7	8	11	3	1	1	-	1	1	-	-	126
"	800	80	52	16	13	3	3	4	3	3	2	-	-	-	179
"	900	27	20	12	6	5	4	6	2	1	1	-	-	-	84
"	1000	48	48	15	15	7	2	2	2	2	1	2	1	-	145
"	1200	128	96	38	22	16	13	8	14	4	1	2	1	-	343
Above - -	1200	21	21	9	1	5	5	4	-	-	-	-	-	-	66
TOTAL - - -		1427	674	293	155	99	75	66	45	27	13	9	9	1	2893

SERVICE PARCELS.

MILES.		Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	Not exceeding 650 Tolahs.	Not exceeding 700 Tolahs.	Not exceeding 800 Tolahs.	Not exceeding 1000 Tolahs.	TOTAL.
Not exceeding	100	276	194	89	63	54	47	81	52	18	14	9	30	4	1	2	1	935
"	200	85	69	34	16	26	9	25	35	20	11	8	6	–	–	1	–	345
"	300	74	69	26	12	29	17	22	33	28	17	6	3	–	–	–	–	336
"	400	70	47	19	12	20	3	18	15	9	4	2	1	–	–	–	–	220
"	500	21	18	11	6	4	8	1	2	2	1	1	2	–	–	–	–	72
"	600	1	22	8	1	6	–	7	2	–	1	1	2	–	–	–	–	51
"	700	6	12	7	5	5	1	–	2	2	–	–	1	–	–	–	–	41
"	800	12	16	5	5	9	17	2	–	3	2	4	–	–	–	–	–	75
"	900	2	2	2	3	–	–	–	3	1	–	–	–	–	–	–	–	13
"	1000	–	4	7	3	1	2	–	2	1	1	1	–	–	–	–	–	22
"	1200	31	27	25	25	8	7	8	15	2	8	2	–	–	–	–	–	158
Above -	- 1200	3	7	3	3	1	7	2	1	3	2	–	–	–	–	–	–	32
TOTAL - - -		581	482	236	154	163	118	166	162	89	61	34	45	4	1	3	1	2300

BOOKS, PAMPHLETS, &c.

MILES.		Post Paid.			Bearing Postage.				Service and Free.		
		Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	TOTAL.	Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	Not exceeding 60 Tolahs.	TOTAL.	Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	TOTAL.
Not exceeding	100	44	4	48	524	25	–	549			
"	200	10	2	12	263	11	–	274			
"	300	19	1	20	68	12	–	80			
"	400	10	–	10	91	12	–	103			
"	500	8	–	8	52	6	–	58			
"	600	3	1	4	13	2	–	15			
"	700	7	–	7	24	7	–	31			
"	800	19	–	19	36	15	–	51			
"	900	16	–	16	22	6	–	28			
"	1000	4	–	4	21	3	–	24			
"	1100	–	–	–	38	6	–	44			
"	1200	8	–	8	51	16	1	68			
"	1300	–	–	–	–	–	–	–			
"	1400	3	–	3	13	–	–	22			
Above -	- 1400	–	–	–	–	9	–	–			
TOTAL - - -		151	8	159	1216	130	1	1347			

Cecil Beadon, Commissioner.

Appendix (A.), No. 57.

RETURN of the Number of PARCELS dispatched by BANGHY POST from the Post-offices in the *Agra* Presidency, during the Month of August 1850.

PARCELS POST PAID.

MILES.	Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	Not exceeding 650 Tolahs.	Not exceeding 700 Tolahs.	Not exceeding 800 Tolahs.	Not exceeding 900 Tolahs.	Not exceeding 950 Tolahs.	Not exceeding 1000 Tolahs.	Not exceeding 1050 Tolahs.	Not exceeding 1500 Tolahs.	TOTAL.
Not exceeding 100	176	67	40	9	5	1	3	2	1	2	–	–	–	–	–	–	–	–	–	1	307
" 200	147	49	34	17	6	2	3	2	–	1	1	2	–	–	–	–	–	–	–	–	264
" 300	80	32	13	6	6	3	–	–	–	–	–	1	–	–	–	–	–	–	–	–	141
" 400	63	13	11	4	3	3	–	1	–	2	–	–	–	–	–	–	–	–	–	–	100
" 500	53	10	5	4	2	1	–	1	–	–	–	3	–	–	–	–	–	–	–	–	79
" 600	23	3	3	1	1	2	–	–	–	–	1	–	–	–	–	–	–	–	–	–	34
" 700	22	2	1	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	27
" 800	16	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	17
" 900	5	3	3	2	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	14
" 1000	9	3	3	4	1	2	–	1	3	–	–	–	–	–	–	–	–	–	–	–	26
" 1200	9	5	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	15
Above - - 1200	3	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
TOTAL - - -	606	188	115	48	24	16	6	7	5	5	2	6	–	–	–	–	–	–	–	1	1029

PARCELS BEARING POSTAGE.

MILES.	Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	Not exceeding 650 Tolahs.	Not exceeding 700 Tolahs.	Not exceeding 800 Tolahs.	Not exceeding 900 Tolahs.	Not exceeding 950 Tolahs.	Not exceeding 1000 Tolahs.	Not exceeding 1050 Tolahs.	Not exceeding 1500 Tolahs.	TOTAL.
Not exceeding 100	378	134	60	30	18	4	5	3	–	–	1	3	–	–	–	–	–	–	–	–	636
" 200	269	140	48	34	16	10	5	4	3	4	1	5	–	–	–	–	–	–	2	–	541
" 300	194	172	58	30	14	10	9	8	6	3	1	9	–	1	–	2	1	–	–	–	518
" 400	99	54	16	10	6	4	8	3	4	3	3	3	1	–	–	1	–	–	–	–	215
" 500	72	29	18	12	12	9	12	4	10	4	6	27	3	1	1	4	2	1	–	–	227
" 600	34	13	12	5	6	3	1	2	2	1	–	2	–	–	–	1	2	1	–	–	85
" 700	21	2	3	4	2	1	4	2	1	1	1	1	–	–	–	–	–	1	–	–	44
" 800	10	4	3	3	2	2	1	–	4	7	2	4	2	–	–	1	2	–	–	–	47
" 900	10	2	3	2	4	2	–	1	1	–	–	5	–	–	–	–	–	–	–	–	30
" 1000	7	4	–	1	–	–	1	2	–	3	1	1	–	–	–	–	–	–	–	–	20
" 1200	13	5	–	1	2	–	1	–	1	3	–	1	–	–	–	–	–	–	–	–	27
Above - - 1200	5	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7
TOTAL - - -	1112	560	221	133	82	45	47	29	32	29	16	61	6	2	1	9	7	3	2	–	2397

SERVICE PARCELS.

MILES.		Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	Not exceeding 650 Tolahs.	Not exceeding 700 Tolahs.	Not exceeding 750 Tolahs.	Not exceeding 800 Tolahs.	TOTAL.
Not exceeding	100	189	164	84	46	36	25	37	21	21	11	10	13	3	2	–	–	662
"	200	141	95	42	28	7	9	21	25	11	9	13	3	1	–	1	2	408
"	300	93	44	22	8	8	9	7	9	15	12	16	4	–	–	–	–	247
"	400	70	42	12	8	3	2	20	2	7	2	3	4	–	–	–	–	184
"	500	26	15	12	5	1	4	2	1	6	6	2	2	–	–	–	–	82
"	600	3	1	1	–	–	–	–	–	–	–	–	4	–	–	–	–	9
"	700	3	1	–	–	1	4	1	–	–	–	–	–	–	–	–	–	10
"	800	22	8	7	2	3	3	3	8	3	6	1	3	–	–	–	–	69
"	900	4	4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	8
"	1000	4	3	2	1	–	–	1	–	1	1	–	–	–	–	–	–	13
"	1200	8	1	1	3	–	3	4	1	1	–	–	1	–	–	–	–	23
Above -	- 1200	–	1	1	5	–	2	3	–	–	6	1	–	–	–	–	–	19
TOTAL - - -		563	879	184	106	59	61	108	67	65	53	46	34	4	2	1	2	1734

BOOKS, PAMPHLETS, &c.

MILES.		Post Paid.			Bearing Postage.			Service and Free.		
		Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	TOTAL.	Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	TOTAL.	Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	TOTAL.
Not exceeding	100	32	4	36	81	14	95	1	16	17
"	200	3	7	10	28	21	49	2	16	18
										4*
"	300	8	2	10	14	11	25	–	14	14
"	400	7	1	8	27	4	31	1	6	7
"	500	2	–	2	11	12	23	2	11	13
"	600	–	–	–	–	2	2	–	4	4
"	700	–	–	–	11	1	12	–	1	1
"	800	1	–	1	1	–	1	–	–	–
"	900	–	1	1	–	1	1	–	–	–
"	1000	–	–	–	–	–	–	–	–	–
"	1100	–	–	–	–	–	5	–	–	–
"	1200	–	–	–	–	–	–	–	–	–
"	1300	1	–	1	–	–	–	–	–	–
"	1400	–	–	–	9	2	11	–	–	–
Above -	- 1400	–	–	–	–	–	–	–	–	–
										74
										4* {Weights are not stated.
TOTAL - -		54	15	69	182	68	250	6	68	78

Cecil Beadon, Commissioner.

Appendix (A.), No. 58.

RETURN of the Number of PARCELS dispatched by BANGHY POST from the Post-offices in the *Madras* Presidency, during the Month of August 1850.

PARCELS POST PAID.

MILES.		Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	TOTAL.
Not exceeding	100	175	40	16	6	5	–	–	1	–	–	–	–	252
"	200	147	34	14	6	1	1	1	–	1	–	–	–	205
"	300	142	29	11	14	2	1	1	–	–	1	–	–	201
"	400	88	39	8	9	8	4	3	1	1	1	2	–	164
"	500	36	5	7	2	1	–	1	–	–	–	–	1	53
"	600	19	7	2	–	2	–	–	–	–	–	–	–	30
"	700	7	6	–	–	–	–	–	–	–	–	–	–	13
"	800	4	3	3	–	–	1	–	–	–	–	–	–	11
"	900	–	1	–	1	–	–	–	–	–	–	–	–	2
"	1000	5	2	–	–	–	–	–	–	–	–	–	–	7
"	1200	2	–	–	–	–	–	–	–	–	–	–	–	2
Above - -	1200	3	–	–	–	–	–	–	–	–	–	–	–	3
TOTAL - - -		628	175	61	38	19	7	6	2	2	2	2	1	943

PARCELS BEARING POSTAGE.

MILES.		Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	TOTAL.
Not exceeding	100	249	106	36	17	8	5	2	2	1	1	–	–	427
"	200	207	106	33	13	5	1	2	2	2	1	–	–	372
"	300	238	102	49	26	12	8	3	1	1	1	–	1	442
"	400	178	95	41	33	12	4	3	6	1	1	1	–	375
"	500	50	45	22	14	3	5	1	1	–	2	–	–	143
"	600	45	26	3	5	–	–	–	–	–	–	–	–	79
"	700	22	8	6	3	1	1	–	–	–	–	–	–	41
"	800	16	7	7	3	–	–	–	1	–	–	–	–	34
"	900	6	2	–	–	1	–	–	–	–	–	–	–	9
"	1000	23	1	2	–	–	–	–	–	–	–	–	–	26
"	1200	4	1	–	–	–	–	–	–	–	–	–	–	5
Above - -	1200	33	2	2	–	–	–	–	–	–	–	–	–	37
TOTAL - - -		1071	501	201	144	42	24	11	13	5	6	1	1	1900

SERVICE PARCELS.

MILES.		Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	Total.
Not exceeding	100	314	85	73	35	17	7	7	4	3	1	–	1	547
"	200	90	48	25	21	11	4	11	6	3	–	1	4	224
"	300	83	66	24	24	14	11	18	4	1	–	–	–	245
"	400	120	47	27	12	12	7	2	4	2	2	1	–	236
"	500	59	18	11	9	17	15	4	–	1	–	–	14	148
"	600	9	14	8	3	2	1	–	–	–	–	–	1	38
"	700	15	6	3	7	14	3	2	–	2	–	–	1	53
"	800	21	3	3	–	1	2	–	–	–	–	–	–	30
"	900	4	1	–	–	–	–	–	–	–	–	–	–	5
"	1000	2	4	5	2	–	–	1	–	–	–	–	–	14
"	1200	5	4	3	–	–	–	–	–	1	–	1	1	15
Above - -	1200	9	3	1	–	–	2	–	–	–	–	–	–	15
Total - - -		731	299	183	113	88	52	45	18	13	3	3	22	1570

BOOKS, PAMPHLETS, &c.

MILES.		Post Paid.			Bearing Postage.			Service and Free.		
		Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	Total.	Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	Total.	Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	Total.
Not exceeding	100	29	8	37	52	23	75	–	1	1
"	200	8	3	11	27	19	46	1	–	1
"	300	23	10	33	135	27	162	–	–	–
"	400	15	7	22	52	11	63	–	–	–
"	500	2	2	4	12	4	16	–	–	–
"	600	6	1	7	15	4	19	–	–	–
"	700	–	–	–	2	–	2	–	–	–
"	800	–	–	–	4	2	6	–	–	–
"	900	1	–	1	1	–	1	–	–	–
"	1000	–	–	–	–	–	–	–	–	–
"	1100	–	–	–	3	–	3	–	–	–
"	1200	1	1	2	1	–	1	–	–	–
"	1300	1	–	1	–	–	–	–	–	–
"	1400	–	–	–	–	–	–	–	–	–
Above - -	1400	–	–	–	–	–	–	–	–	–
Total - - -		86	32	118	304	90	394	1	1	2

Cecil Beadon, Commissioner.

Appendix (A.), No. 59.

RETURN of the Number of PARCELS dispatched by BANGHY POST from the Post-offices in the *Bombay* Presidency, from the 15th July to the 11th August 1850.

PARCELS POST PAID.

MILES.		Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	Not exceeding 650 Tolahs.	Not exceeding 700 Tolahs.	Not exceeding 750 Tolahs.	Not exceeding 850 Tolahs.	Not exceeding 950 Tolahs.	Not exceeding 1000 Tolahs.	Not exceeding 1050 Tolahs.	TOTAL.
Not exceeding	100	205	91	67	35	21	28	6	12	9	3	2	-	3	2	-	1	-	3	1	489
"	200	136	56	35	15	12	10	7	1	-	4	-	3	1	1	1	-	-	-	-	282
"	300	91	41	28	7	2	6	3	3	1	2	1	-	1	1	-	-	1	-	-	188
"	400	72	42	21	15	5	3	4	3	-	1	-	3	-	1	-	-	-	-	-	170
"	500	48	26	16	14	9	5	-	2	2	1	-	-	2	-	-	-	-	-	-	125
"	600	20	16	6	4	6	1	3	1	-	-	1	-	-	-	-	-	-	-	-	58
"	700	23	12	7	4	3	-	1	-	3	-	1	2	-	-	-	-	-	-	-	56
"	800	30	8	11	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53
"	900	19	15	7	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44
"	1000	14	8	3	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	27
"	1200	35	26	18	2	3	2	1	3	1	-	-	-	-	-	-	-	-	-	-	91
Above - -	1200	8	8	11	2	2	-	1	-	-	-	-	-	-	-	-	-	-	-	-	32
TOTAL - - -		701	349	230	104	65	56	26	25	16	11	5	8	7	5	1	1	1	3	1	1615

PARCELS BEARING POSTAGE.

MILES.		Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	Not exceeding 650 Tolahs.	Not exceeding 700 Tolahs.	Not exceeding 750 Tolahs.	Not exceeding 850 Tolahs.	Not exceeding 950 Tolahs.	Not exceeding 1000 Tolahs.	Not exceeding 1050 Tolahs.	TOTAL.
Not exceeding	100	76	47	21	20	12	7	5	5	2	1	2	2	2	1	1	-	1	-	-	205
"	200	36	12	1	1	2	1	1	1	-	-	-	-	-	-	-	-	-	-	-	55
"	300	23	9	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38
"	400	16	4	5	-	-	-	-	4	1	1	-	-	-	-	-	-	-	-	-	31
"	500	9	2	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13
"	600	5	4	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	10
"	700	3	1	-	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	6
"	800	2	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5
"	900	2	1	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	5
"	1000	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
"	1200	3	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
Above - -	1200	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	2
TOTAL - - -		176	82	35	24	15	9	9	10	3	2	3	2	2	1	1	-	1	-	-	375

SERVICE PARCELS.

MILES.		Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	Not exceeding 650 Tolahs.	Not exceeding 700 Tolahs.	Not exceeding 750 Tolahs.	Not exceeding 800 Tolahs.	Not exceeding 850 Tolahs.	Not exceeding 900 Tolahs.	Not exceeding 950 Tolahs.	Not exceeding 1000 Tolahs.	Not exceeding 1050 Tolahs.	Not exceeding 1100 Tolahs.	Not exceeding 1150 Tolahs.	Not exceeding 1200 Tolahs.	Not exceeding 1250 Tolahs.	TOTAL.
Not exceeding	100	215	125	45	32	23	15	22	19	11	8	4	7	9	6	2	8	9	5	3	3	6	11	8	3	1	600
"	200	58	24	13	4	1	1	5	2	7	3	12	1	1	–	1	–	–	–	–	–	–	–	–	–	–	133
"	300	23	18	6	8	6	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	63
"	400	32	39	7	4	2	1	–	2	1	–	1	2	5	–	–	–	1	–	–	–	–	–	–	–	–	97
"	500	3	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6
"	600	3	1	2	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7
"	700	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
"	800	12	3	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	17
"	900	3	5	2	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	11
"	1000	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
"	1200	21	5	1	1	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	31
Above - -	1200	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
TOTAL - - -		373	223	78	50	34	20	27	23	19	12	18	10	15	6	3	8	10	5	3	3	6	11	8	3	1	969

BOOKS, PAMPHLETS, &c.

MILES.		Post Paid.			Bearing Postage.			Service and Free.		
		Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	TOTAL.	Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	TOTAL.	Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	TOTAL.
Not exceeding	100	20	4	24	47	2	49			
"	200	10	4	14	1	1	2			
"	300	10	1	11	8	1	9			
"	400	4	3	7	1	1	2			
"	500	1	- -	1	6	- -	6			
"	600	1	- -	1	- -	2	2			
"	700	2	- -	2	–	–	–			
"	800	3	1	4	–	–	–			
"	900	3	- -	3	–	–	–			
"	1000	–	–	–	–	–	–			
"	1100	–	–	–	–	–	–			
"	1200	–	–	–	–	–	–			
"	1300	–	–	–	–	–	–			
"	1400	–	–	–	–	–	–			
Above - -	1400	–	–	–	–	–	–			
TOTAL - - -		54	13	67	63	7	70			

Cecil Beadon, Commissioner.

Appendix (A.), No. 60.

RETURN of the Number of PARCELS dispatched by BANGHY POST from all the Post-offices in *India* in One Month.

PARCELS POST PAID.

MILES		Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tohlahs.	Not exceeding 650 Tolahs.	Not exceeding 700 Tolahs.	Not exceeding 750 Tolahs.	Not exceeding 800 Tolahs.	Not exceeding 850 Tolahs.	Not exceeding 900 Tolahs.	Not exceeding 950 Tolahs.	Not exceeding 1000 Tolahs.	Not exceeding 1050 Tolahs.	Not exceeding 1500 Tolahs.	TOTAL.
Not exceeding	100	685	229	135	56	33	32	10	16	10	6	3	1	3	2	–	–	1	–	–	3	1	1	1227
"	200	529	166	93	45	19	16	12	4	1	5	1	5	1	1	1	–	–	–	–	–	–	–	899
"	300	356	123	58	20	11	10	6	3	1	3	1	1	1	1	–	–	–	–	1	–	–	–	605
"	400	279	104	49	30	17	12	7	6	1	5	2	3	–	1	–	–	–	–	–	–	–	–	516
"	500	160	52	38	23	12	6	4	3	3	1	1	4	2	–	–	–	–	–	–	–	–	–	309
"	600	65	26	14	7	9	5	3	1	1	–	2	–	–	–	–	–	–	–	–	–	–	–	133
"	700	62	24	9	7	3	1	1	–	3	–	1	2	–	–	–	–	–	–	–	–	–	–	113
"	800	60	13	16	4	–	1	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	96
"	900	34	21	11	4	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	73
"	1000	31	14	8	5	2	4	–	1	3	–	–	–	–	–	–	–	–	–	–	–	–	–	68
"	1200	62	38	23	2	3	3	1	3	1	–	–	–	–	–	–	–	–	–	–	–	–	–	136
Above - -	1200	17	10	13	4	2	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	19
TOTAL - - -		2340	820	467	216	113	93	45	38	25	20	11	16	7	5	1	–	1	–	1	3	1	1	4224

PARCELS BEARING POSTAGE.

MILES		Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tohlahs.	Not exceeding 650 Tolahs.	Not exceeding 700 Tolahs.	Not exceeding 750 Tolahs.	Not exceeding 800 Tolahs.	Not exceeding 850 Tolahs.	Not exceeding 900 Tolahs.	Not exceeding 950 Tolahs.	Not exceeding 1000 Tolahs.	Not exceeding 1050 Tolahs.	Not exceeding 1500 Tolahs.	TOTAL.
Not exceeding	100	956	364	161	88	47	25	23	12	10	4	4	8	2	1	1	–	–	–	1	–	–	–	1707
"	200	822	362	133	72	38	28	19	11	8	7	2	6	1	–	–	–	–	–	–	–	2	–	1511
"	300	582	340	147	76	32	21	15	17	13	6	2	11	–	1	–	–	–	2	1	–	–	–	1206
"	400	510	244	103	62	31	19	23	19	7	6	5	3	1	–	–	–	–	1	–	–	–	–	1034
"	500	227	120	58	34	23	20	15	8	10	6	6	29	3	1	–	1	–	4	2	1	–	–	577
"	600	148	61	22	11	7	4	3	2	2	1	–	2	–	–	–	–	–	1	2	1	–	–	267
"	700	102	48	16	15	14	5	6	3	1	2	3	1	–	–	–	–	–	–	–	1	–	–	217
"	800	108	64	28	19	5	5	5	4	7	9	2	4	2	–	–	–	–	1	2	–	–	–	265
"	900	45	25	15	8	11	6	7	3	2	1	–	5	–	–	–	–	–	–	–	–	–	–	128
"	1000	79	58	17	16	7	2	3	4	2	4	3	2	–	–	–	–	–	–	–	–	–	–	192
"	1200	148	103	38	23	18	13	9	14	5	4	2	2	–	–	–	–	–	–	–	–	–	–	379
Above - -	1200	59	24	12	2	5	5	5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	112
TOTAL - - -		3786	1817	750	426	238	153	133	97	67	50	29	73	9	3	1	1	–	9	8	3	2	–	7655

SERVICE PARCELS.

MILES.	Not exceeding 50 Tolahs.	Not exceeding 100 Tolahs.	Not exceeding 150 Tolahs.	Not exceeding 200 Tolahs.	Not exceeding 250 Tolahs.	Not exceeding 300 Tolahs.	Not exceeding 350 Tolahs.	Not exceeding 400 Tolahs.	Not exceeding 450 Tolahs.	Not exceeding 500 Tolahs.	Not exceeding 550 Tolahs.	Not exceeding 600 Tolahs.	Not exceeding 650 Tolahs.	Not exceeding 700 Tolahs.	Not exceeding 750 Tolahs.	Not exceeding 800 Tolahs.	Not exceeding 850 Tolahs.	Not exceeding 900 Tolahs.	Not exceeding 950 Tolahs.	Not exceeding 1000 Tolahs.	Not exceeding 1050 Tolahs.	Not exceeding 1100 Tolahs.	Not exceeding 1150 Tolahs.	Not exceeding 1200 Tolahs.	Not exceeding 1250 Tolahs.	TOTAL.
Not exceeding 100	994	568	201	176	130	94	147	96	53	34	23	51	16	9	2	10	9	5	3	4	6	11	8	3	1	2744
" 200	374	236	114	69	45	23	62	68	41	23	34	14	2	–	2	3	–	–	–	–	–	–	–	–	–	1110
" 300	273	197	78	52	57	38	47	46	44	29	23	7	–	–	–	–	–	–	–	–	–	–	–	–	–	891
" 400	292	175	65	36	37	13	49	23	10	8	7	7	5	–	–	–	1	–	–	–	–	–	–	–	–	737
" 500	109	48	35	20	22	27	7	3	9	7	3	18	–	–	–	–	–	–	–	–	–	–	–	–	–	308
" 600	16	38	19	4	8	1	7	2	–	2	1	7	–	–	–	–	–	–	–	–	–	–	–	–	–	105
" 700	24	20	10	12	20	8	3	2	4	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	105
" 800	67	30	16	8	13	22	5	8	6	8	5	3	–	–	–	–	–	–	–	–	–	–	–	–	–	191
" 900	13	12	4	3	–	1	–	3	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	37
" 1000	8	11	14	6	1	2	2	2	2	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	51
" 1200	65	37	30	29	10	11	12	16	4	8	3	2	–	–	–	–	–	–	–	–	–	–	–	–	–	227
Above - - 1200	13	11	5	8	1	11	5	1	3	8	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	67
TOTAL - - -	2248	1383	681	423	344	251	346	270	186	129	101	111	23	9	4	13	10	5	3	4	6	11	8	3	1	6573

BOOKS, PAMPHLETS, &c.

MILES.	Post Paid.			Bearing Postage.				Service and Free.		
	Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	TOTAL.	Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	Not exceeding 60 Tolahs.	TOTAL.	Not exceeding 20 Tolahs.	Not exceeding 40 Tolahs.	TOTAL.
Not exceeding 100	125	20	145	704	64	–	768	1	17	18
" 200	31	16	47	319	52	–	371	3	16	19 4*
" 300	60	14	74	225	51	–	276	–	14	14
" 400	36	11	47	171	28	–	199	1	6	7
" 500	13	2	15	81	22	–	103	2	11	13
" 600	10	2	12	28	10	–	38	–	4	4
" 700	9	–	9	37	8	–	45	–	1	1
" 800	23	1	24	41	17	–	58	–	–	–
" 900	20	1	21	23	7	–	30	–	–	–
" 1000	4	–	4	21	3	–	24	–	–	–
" 1100	–	–	–	41	6	–	47	–	–	–
" 1200	9	1	10	52	16	1	69	–	–	–
" 1300	2	–	2	–	–	–	–	–	–	–
" 1400	3	–	3	22	11	–	33	–	–	–
Above - - 1400	–	–	–	–	–	–	–	–	–	–
TOTAL - - -	345	68	413	1765	205	1	2061	7	69	76 4* 80

* Weights are not stated.

Cecil Beadon, Commissioner.

Appendix (A.), No. 61.

STATEMENT of the Amount of Postage due on Chargeable PARCELS, BOOKS, PAMPHLETS, &c., dispatched by Inland Post from all the Post-offices in *India* during One Month, with a Calculation of the same for One Year.

	Bengal.			North-western Provinces.			Madras.			Bombay.			TOTAL.		
	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*
Parcels	7734	3	–	5952	5	–	3247	5	–	3337	6	–	20271	3	–
Books, Pamphlets, &c.	404	–	–	74	6	–	119	11	–	24	1	–	622	2	–
TOTAL for One Month	8138	3	–	6026	11	–	3367	–	–	3361	7	–	20893	5	–
Parcels	91063	13	1	70083	10	10	38234	7	9	43505	1	–	242887	–	8
Books, Pamphlets, &c.	4756	12	4	875	11	3	1409	3	7	313	10	9	7355	5	11
TOTAL for One Year	95820	9	5	70959	6	1	39643	11	4	43818	11	9	250242	6	7

Cecil Beadon, Commissioner.

Appendix (A.), No. 62.

STATEMENT, showing the Amount of Postage that would have been realised on PARCELS dispatched by Inland Post from all the Post-offices in *India* at Four Annas the 100 Tolahs, with a Rate of Four Annas for every additional 100 Tolahs, and on BOOKS, PAMPHLETS, &c., at an uniform Rate of One Anna the 20 Tolahs.

	Bengal.			North-western Provinces.			Madras.			Bombay.			TOTAL.		
	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*
Parcels	7112	–	–	5736	12	–	3646	8	–	3179	8	–	19674	12	–
Books, Pamphlets, &c.	102	14	–	25	2	–	39	10	–	9	13	–	177	7	–
TOTAL for One Month	7214	14	–	5761	14	–	3686	2	–	3189	5	–	19852	3	–
Parcels	83738	1	–	67545	9	8	42934	9	6	41447	–	10	235665	5	–
Books, Pamphlets, &c.	1211	4	4	295	13	2	466	8	10	127	14	7	2101	8	11
TOTAL for One Year	84949	5	4	67841	6	10	43401	2	4	41574	15	5	237766	13	11

Cecil Beadon, Commissioner.

Appendix (A.), No. 63.

Abstract, showing the Number of Letters that passed through the District Dâks, in the North-western Provinces, from the Official Year 1846-47 to 1849-50.

YEARS.	Number of Letters on which Government Postage was charged.				Letters from Thannah to Thannah.	Grand Total.			
	Number of Letters.	Government Postage.				Number of Letters.	Government Postage.		
		Rs.	a.	p.			Rs.	a.	p.
For 1846-47	109130	3410	5	–	-	109130	3410	5	–
For 1847-48	179141	11634	7	6	31464	210605	11634	7	6
For 1848-49	218057	14648	4	6	95524	314481	14648	4	6
For 1849-50	244838	16891	1	–	113047	357885	16891	1	–
Total	752066	46584	2	–	240035	992101	46584	2	–

H. B. Riddell,
Postmaster-general, N. W. P.

Statement, showing the Government Postage due on Letters which passed through the Thannah Dâks in the North-western Provinces, for the Year 1848-49.

Names of Stations.	Letters sent for Delivery.				Letters received for Dispatch.				Total.				Number of Letters sent from Thannah to Thannah on which Government Postage is not leviable.	Grand Total of Letters.	Remarks.
	Number of Letters.	Government Postage.			Number of Letters.	Government Postage.			Number of Letters.	Government Postage.					
		Rs.	a.	p.		Rs.	a.	p.		Rs.	a.	p.			
Agra	2611	232	5	6	3364	109	8	–	5975	341	13	6	-	5975	
Allahabad	2276	225	2	6	-	-	-	-	2276	225	2	6	-	2276	
Allygurh	6318	405	–	6	4116	357	13	–	10434	762	13	6	1920	12354	
Azimgurh	2748	224	4	–	1027	68	13	6	3775	293	1	6	445	4220	
Bandah	2387	217	14	6	1454	135	10	–	3841	353	8	6	40	3881	
Bareilly	4265	159	1	–	4308	156	11	–	8573	315	12	–	3101	11674	
Budaon	4922	200	13	6	4673	61	14	–	9595	262	11	6	802	10397	
Bolundshuhur	2191	200	14	–	1257	114	8	–	3448	315	6	–	130	3578	
Benares	1740	98	14	6	-	-	-	-	1740	98	14	6	-	1740	
Bijnour	4966	155	3	–	2583	85	13	–	7549	241	–	–	-	7549	
Cawnpore	15703	2049	3	–	9392	1005	11	6	25095	3054	14	6	3292	28387	
Delhi	4082	340	7	6	2209	240	14	6	6291	581	6	–	125	6416	
Etawah	2303	77	4	–	1940	65	2	6	4243	142	6	6	-	4243	
Futtygurh	8176	755	13	–	4867	564	9	–	13043	1320	6	–	1692	14735	
Futtypore	5299	166	–	–	3561	112	–	–	8860	278	–	–	22443	31303	
Ghazeepore	5603	193	13	–	4602	155	9	–	10205	349	6	–	2655	12860	
Goruckpore	4570	652	6	–	885	166	9	–	5455	818	15	–	48050	53505	
Goorgong	2297	172	11	–	1862	168	3	–	4159	340	14	–	390	4549	
Hameerpore	1729	119	15	6	-	-	-	-	1729	119	15	6	3882	5611	
Hansi	435	17	4	–	157	4	15	6	592	22	3	6	2	594	
Hussingabad	1321	41	6	–	1373	43	12	–	2694	85	2	–	2037	4731	
Kalka	25	–	12	6	2	–	1	–	27	–	13	6	121	148	
Kurnaul	31	–	15	6	-	-	-	-	31	–	15	6	-	31	
Landour	-	-	-	-	20	–	12	6	20	–	12	6	-	20	
Meerut	4904	153	4	–	2590	81	4	–	7494	234	8	–	-	7494	
Mirzapore	1569	58	9	6	194	6	1	–	1763	64	10	6	-	1763	
Moradabad	13849	743	3	6	11092	914	10	–	24941	1657	13	6	-	24941	
Muttra	4250	217	4	–	1988	169	9	6	6238	386	13	6	-	6238	
Moozuffurnuggur	8536	282	13	6	6339	216	8	–	14875	499	5	6	-	14875	
Mynpoory	1053	32	14	6	566	17	11	–	1619	50	9	6	-	1619	
Nursingpore	673	21	10	6	637	21	2	–	1310	42	12	6	-	1310	
Nynee Tall	270	29	2	–	285	46	6	–	555	75	8	–	1337	1892	
Paneeput	1075	72	1	–	1100	95	8	–	2175	167	9	–	-	2175	
Rohtuck	1398	100	15	–	1507	183	10	6	2905	284	0	6	20	2925	
Saharunpore	5891	261	10	–	3144	253	14	6	9035	515	8	6	708	9743	
Shajehanpore	2220	139	–	6	1484	105	10	6	3704	244	11	–	2100	5804	
Sirsa	615	19	4	6	466	14	10	6	1081	33	15	–	28	1109	
Sewnee	104	11	–	6	28	3	8	6	132	14	9	–	204	336	
Umballa	912	30	8	6	568	18	7	–	1480	48	15	6	-	1480	
Total	133317	8880	13	6	85640	5767	7	–	218957	14648	4	6	95524	314481	

(signed) *H. B. Riddell,*
Postmaster-general, N. W. P.

(True Copy.)
Peary Mohun Chowdry,
Head Writer, Postmaster-general's Office.

STATEMENT, showing the Government Postage due on LETTERS which passed through the Thannah Dâks in the North-western Provinces, for the Year 1849-50.

NAMES of STATIONS.	Letters sent for Delivery.				Letters received for Dispatch.				TOTAL.				Number of Letters sent from Thannah to Thannah on which Government Postage is not leviable.	Grand Total of Letters.	Remarks.
	Number of Letters.	Government Postage.			Number of Letters.	Government Postage.			Number of Letters.	Government Postage.					
		Rs.	*a.*	*p.*		*Rs.*	*a.*	*p.*		*Rs.*	*a.*	*p.*			
Agra	3076	300	9	6	3743	118	14	6	6819	419	8	–	- -	6819	
Allahabad	3100	237	6	–	610	19	1	–	3710	256	7	–	- -	3710	
Allygurh	6040	339	13	–	3387	264	12	6	9427	604	9	6	3941	13368	
Azimgurh	3372	301	9	–	875	92	11	6	4247	394	4	6	301	4548	
Banda	2829	253	11	6	1827	173	2	6	4656	426	14	–	70	4726	
Bareilly	1966	72	6	–	3184	217	11	–	5150	290	1	–	2834	7984	
Budaon	6942	305	10	–	6656	84	8	6	13598	390	2	6	1142	14740	
Bolundshuhur	3666	336	12	6	1758	162	15	6	5424	499	12	–	258	5682	
Benares	1698	95	11	6	- -	-	-	-	1698	95	11	6	- -	1698	
Bijnour	7452*	232	14	–	4077	126	7	6	11529	359	5	6	- -	11529	
Cawnpore	16991	2166	–	6	10637	1150	14	–	27628	3316	14	6	4297	31925	
Delhi	2042	181	–	6	783	99	6	6	2825	280	7	–	- -	2825	
Etawah	2165	71	13	6	2144	69	13	–	4309	141	10	6	30	4339	
Futtygurh	8048	916	9	–	5451	608	3	–	13499	1524	12	–	2569	16068	
Futtypore	6314	199	4	–	4152	130	4	–	10466	329	8	–	22858	33324	
Ghazeepore	7123	243	15	6	5676	189	12	6	12799	433	12	–	3655	16454	
Goruckpore	5199	808	4	–	1162	248	1	–	6361	1056	5	–	54617	60978	
Goorgong	3718	305	6	6	3306	301	8	–	7024	606	14	6	1402	8426	
Hameerpore	1833	132	4	–	- -	-	-	-	1833	132	4	–	4493	6326	
Hansi	992	64	13	6	490	15	1	–	1482	79	14	6	2247	3729	
Hussingabad	1649	52	1	–	1709	55	4	–	3358	107	5	–	1864	5222	
Kalka	24	1	–	6	- -	-	-	-	24	1	–	6	79	103	
Kurnaul	42	1	10	–	2	–	1	–	44	1	11	–	- -	44	
Meerut	5372	162	10	6	2540	79	8	6	7912	242	3	–	3	7915	
Mirzapore	1410	44	1	–	213	6	10	6	1623	50	11	6	- -	1623	
Moradabad	13296	823	3	–	10878	910	12	6	24174	1733	15	6	- -	24174	
Muttra	4740	294	13	6	2279	201	6	–	7019	496	3	6	- -	7019	
Mozuffurnuggur	9498	288	8	6	8115	254	12	6	17613	543	5	–	- -	17613	
Mynpoory	1371	42	13	6	812	25	6	–	2183	68	3	6	- -	2183	
Nursinpore	693	21	12	6	840	27	10	–	1533	49	6	6	- -	1533	
Nynee Tall	524	81	–	6	467	73	15	–	991	154	15	6	3133	4124	
Paneeput	1684	116	1	6	1620	136	14	–	3304	252	15	6	- -	3304	
Rohtuck	2220	246	15	–	1672	230	–	6	3892	476	15	6	11	3903	
Saharunpore	5399	358	6	–	3936	338	7	–	9335	696	13	–	744	10079	
Shajehanpore	2466	151	15	6	1828	122	2	6	4294	274	2	–	2358	6652	
Sirsa	549	17	3	–	389	13	4	6	938	30	7	6	- -	938	
Sewnee	56	7	1	6	3	–	3	–	59	7	4	6	141	200	
Umballa	1022	31	15	–	1036	32	6	–	2058	64	5	–	- -	2058	
TOTAL	146581	10309	2	–	98257	6581	15	–	244838	16891	1	–	113047	357805	

H. B. Riddell,
Postmaster-general, N. W. P.

Appendix (A.), No. 64.

Appendix (A.), No. 64.

STATEMENT of the District Dâks in the *Madras* Presidency, in those Districts whose Accounts have been preserved.

DISTRICT.	Years.	Number of Letters sent within the District.	Number of Letters sent beyond the District.	Total Letters Sent.	Number of Letters Sent and Received.
Masulipatam	1845	10912	14726	25638	
	1846	13736	15336	29072	
	1847	13951	14806	28757	
	1848	15101	16408	25509	
	1849	16346	15733	32079	
Rajahmundry	1846	19237	3296	22533	41047
	1847	28397	4433	32830	69404
	1848	41311	7038	48349	79410
	1849	47678	8225	57904	84492
Coimbatoor	1845	7854	2387	10241	
	1846	8016	2362	10378	
	1847	8209	2512	10721	
	1848	7613	2150	9763	
	1849	8706	2267	10973	
Tinnevelly	1845	14737	15486	30223	40064
	1846	16888	17071	33959	45118
	1847	16268	17604	33872	45398
	1848	20582	18126	38708	50459
	1849	20573	18140	38713	50048
Canara	1845	74299	2863	77162	
	1846	92184	4243	96427	
	1847	108678	4768	113446	
	1848	109329	4621	113951	
	1849	112548	4492	117040	
Nellore	1845	15612	5811	21423	36907
	1846	15525	5492	21017	38257
	1847	18398	5642	24040	40485
	1848	19624	5740	25364	42557
	1849	18896	6032	24928	43850
South Arcot	1845	10286	14721	25007	
	1846	12287	15573	27860	
	1847	11595	14570	26165	
	1848	10545	14369	24914	
	1849	10328	16460	26788	
Madura	1845	7389	2613	10002	
	1846	7484	2811	10295	
	1847	6729	2509	9238	
	1848	6389	2634	9023	
	1849	8852	3134	11986	
Vizagapatam	1845	7504	593	8097	
	1846	11404	732	12136	
	1847	12637	785	13422	
	1848	14211	848	15059	
	1849	14984	1056	16040	
Guntoor	1845	4925	2260	7185	
	1846	6949	2868	9817	
	1847	8786	4707	13493	
	1848	12126	4734	16860	
	1849	13317	4190	17507	

(True Extract.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 65.

87.

STATEMENT, showing the Number of LETTERS Despatched and Received, Service and Bearing Postage, with the Amount of RECEIPTS; and also exhibiting the Monthly and Annual CHARGE for the Runners employed, with the Amount of the Contingent EXPENDITURE and Aggregate CHARGE, for the District Dawks in the Collectorates under the *Bombay* Presidency, for the Year 1842–43.

NAMES of COLLECTORATES.	Number of Covers Despatched and Received.						RECEIPTS.			CHARGES.		Contingent Charges.	Aggregate Charges.	REMARKS.
	Service.			Bearing Postage.			Outward.	Inward.	TOTAL.	Monthly Charges for Runners.	Annual Amount.			
	Outward.	Inward.	TOTAL.	Outward.	Inward.	TOTAL.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
Kaira - - -	26922	39602	66524	713	2811	3524	114 2 –	141 4 6	255 6 6	144 8 –	1734 – –	173 9 3	1907 9 3	
Ahmednuggur - -	37135	37398	74533	4019	3857	7876	296 2 6	8 4 –	304 6 6	232 – –	2784 – –	11 11 3	2795 11 3	
Nassick (Sub-Col.) -	16971	20791	37762	2038	1099	3137	116 5 –	45 14 –	162 3 –	84 – –	1008 – –	30 9 6	1038 9 6	*a* This is only from January to April 1843.
Khandeish - -	14865	13093	*a* 27958	2070	894	2964	111 7 –	3 13 6	115 4 6	*b*	*b*	79 11 6	79 11 6	*b* The district peons are to take the letters.
Ahmedabad - -	10513	8164	18677	13398	10493	23891	174 3 8	2133 1 –	2307 4 8	265 – –	3180 – –	42 13 1	3222 13 1	
Broach - - -	3264	3264	6528	411	411	822	39 15 –	– – –	39 15 –	94 4 –	1131 – –	– – –	1131 – –	This contains the number of letters received and despatched since 1st February.
Tanna - - -	30676	31298	61974	1711	4100	5811	332 2 –	390 – 6	722 2 6	53 – –	636 – –	50 12 4	686 12 4	All the letters, without distinction, are stated to have been forwarded in the same bag.
Dharwar - - -	–	–	–	–	–	–	– – –	– – –	394 6 9	97 8 –	1170 – –	– – –	1170 – –	
Poona - - -	39390	49901	89291	2267	2975	5242	69 8 6	289 1 –	358 9 6	278 – –	3336 – –	24 4 –	3360 4 –	
Belgaum - - -	22489	34432	56921	18	46	64	113 6 –	3 3 –	116 9 –	222 8 –	2670 – –	– – –	2670 – –	
Surat - - -	13309	13813	27122	3219	3332	6551	142 9 6	31 8 –	174 1 6	324 9 –	2271 15 –	98 – –	2369 15 –	For seven months.
Sholapoor - - -	18056	14829	32885	2599	192	2791	164 7 –	– 3 –	164 10 –	280 – –	3360 – –	– – –	3360 – –	
Rutnagherry - -	12095	10569	22664	11136	10567	21703	536 5 –	631 14 –	1168 3 –	106 4 –	1275 – –	– – –	1275 – –	
TOTAL - -	245685	277154	522839	43599	40777	84376	2210 9 2	3678 2 6	6283 2 5	2181 9 –	24555 15 –	511 6 11	25067 5 11	

Office of Commissioner for Post-office Inquiry, Bombay, 18 December 1851.

(signed) *W. Courtney*, Commissioner.

(True Copy.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 65.

STATEMENT, showing the Number of LETTERS Despatched and Received, Service and Bearing Postage, with the Amount of the RECEIPTS; and also exhibiting the Monthly and Annual CHARGE for the Runners employed, with the Amount of the Contingent EXPENDITURE and the Aggregate CHARGES, for the District Dawks in the Collectorates under the *Bombay* Presidency, for the Year 1848–49.

NAMES of COLLECTORATES.	Number of Covers Despatched and Received. Service. Outward.	Service. Inward.	Service. TOTAL.	Bearing Postage. Outward.	Bearing Postage. Inward.	Bearing Postage. TOTAL.	RECEIPTS. Outward.	RECEIPTS. Inward.	RECEIPTS. TOTAL.	CHARGES. Monthly Charges for Runners.	CHARGES. Annual Amount.	Contingent Charges.	Aggregate Charges.	REMARKS.
							Rs. a. p.	*Rs. a. p.*	*Rs. a. p.*	*Rs. a. p.*	*Rs. a. p.*	*Rs. a. p.*	*Rs. a. p.*	
Belgaum - - -	99279	69573	168852	4793	12529	17322	214 1 6	460 12 –	674 13 6	290 8 –	3166 – –	256 5 10	3422 5 10	
Sholapoor - - -	31760	27061	58821	3849	2450	6299	201 6 6	62 7 6	263 14 –	224 10 8	2696 – –	- - -	2696 – –	
Ahmednuggur - -	95864	95643	191507	13316	13020	26336	351 5 –	240 – 6	591 5 6	232 – –	2784 – –	334 3 11	3118 3 11	
Nassick - - -	19840	28165	48005	4224	5096	9320	143 – –	146 6 6	289 6 6	84 – –	1008 – –	89 4 4	1097 4 4	
Dharwar - - -	95743	87839	183582	4702	15405	20107	216 1 –	665 2 6	881 3 6	97 8 –	1170 – –	- - -	1170 – –	
Kaira - - -	48930	45299	94229	5483	9206	14689	270 2 –	324 7 6	594 9 6	144 8 –	1734 – –	198 10 5	1932 10 5	
Broach - - -	23490	24375	47865	3515	2725	6240	59 5 6	69 14 –	129 3 6	94 4 –	1131 – –	- - -	1131 – –	
Rutnagherry - -	36522	32188	68710	15439	19671	35110	430 14 –	513 10 –	944 8 –	106 4 –	1213 13 8	75 1 7	1288 15 3	
Poona - - -	90236	97355	187591	27558	29007	56565	353 8 –	450 4 6	803 12 6	287 – –	3444 – –	177 13 3	3621 13 3	
Ahmedabad - -	9629	6740	16369	4744	2308	7052	550 10 –	567 6 –	1118 – –	71 8 –	858 – –	364 10 3	1222 10 3	Since 1842–43, four Post-offices have been established in this Collectorate.
Tannah - - -	51199	47859	99058	13196	12231	25427	354 – 6	310 12 –	664 12 6	53 – –	636 – –	175 13 –	811 13 –	
Surat - - -	28758	29600	58358	11335	12984	24319	477 9 –	174 5 6	651 14 6	291 9 –	3345 – –	153 – –	3498 – –	
Khandeish - -	152054	155816	307870	16849	15955	32804	247 13 6	264 13 3	512 10 9	94 4 –	1127 – –	108 8 10	1235 8 10	
TOTAL - -	783304	747513	1530817	129003	152587	281590	3869 12 6	4250 5 9	8120 2 3	2070 15 8	24312 13 8	1933 7 5	26246 5 1	

Office of Commissioner for Post-office Inquiry, Bombay, 18 December 1850.

(signed) *W. Courtney*, Commissioner.

(True Copy.) *Cecil Beadon*, Commissioner.

Appendix (A.), No. 66.

TRANSLATION of Addresses of Twenty Native Letters taken indiscriminately from among the unclaimed Letters in the *Calcutta* General Post-office. Appendix (A.) No. 66.

1. IF the Almighty pleases—Let this envelope, having arrived in Calcutta, at the counting-house of Nubbee Bukhsh, merchant, native of Shahjehanabad, in the neighbourhood of Colootolah, on the high road within Calcutta, from thence be presented to, and read by his bountiful highness, the respected brother, Moonshee Manik Chund. Persian.

To his highness the respected brother, beneficent lord of us the poor, my benefactor, Moonshee Manik Chund—may his good fortune continue.

The petition of Guncsee Laul, native of Samlee, from Casbah Noor Majee, Zillah Mozuffurnuggur—Date of writing 16th July 1850. The district Dawk postage has been paid, the remainder is bearing.

2. If the Almighty pleases—Let this letter, having been dispatched from Dinapoor, and arrived at Calcutta, in the neighbourhood of Collingah, at the residence of Mr. Smith, reach Shaikh Hingun khidmutgar. Persian.

Written on the date, fourteenth of the blessed month of Rumzan.

The petition of the devoted servant Mungloo—Bearing postage.

3. Through the favour of God—May this cover, having arrived at Burdwan, close to Khanpookhureea, and reached Chhukka Moollah, be presented to, and read by the blessed light of my eyes, Meean Booddhoo, may the Almighty protect him. Persian.

Let this letter, having arrived at Burdwan Khanpookhureea, near Chhukka Moollah, reach Boodhoo Meean. Bengallee.

4. If the Almighty pleases—Let this envelope, having arrived at the city of Calcutta, in the neighbourhood of Colootolah, at the counting-house of Sirajoodeen and Ilahdad, merchants, be offered to and read by the happy light of my eyes, of virtuous manners, and beloved of the heart—Meean Shaikh Inayut Ally, may his life be long. Written on the tenth of the blessed Rumzan, Saturday, in the year 1266 of the Hegira of our Prophet, and dispatched as Bearing. Persian.

Having without loss of time paid the postage and received the letter, you will read it, and having abstained from food or drink, considering it forbidden to you, you will convey yourself to Jounpoor, and you will know this to be a strict injunction.

Dispatched from Jounpoor, neighbourhood of the old Bazar. The blessing note of Shaikh Ihadoollah, pleader of the Moonsiff's Court of the city of Jounpoor.

5. If the Almighty pleases—May this bearing letter, having arrived at Calcutta, in the Bazar of Collingah, at the shop of Shaikh Soopun, the seller of Hookahs, from thence be presented to and read by the happy light of my eyes, and the ease of my life—Ghunsa Khansamah (son of Imam Khan hookkaburdar), may his life be long. The blessing note of his mother. Dispatched through the medium of Shaikh Zoolfukkar Ally—22nd July 1850 of the Christian era, Tuesday. Persian.

6. Let this letter, having arrived at the city of Calcutta, in Tiretta's Bazar, Foujdarry Balakhanah, at the house of Ally Baboo Bengallee, from thence be offered to the most sacred notice of my most worshipful and respected father, my Mecca and place of worship—his highness Shaikh Mudarun (the servant of Ally Baboo), may the Almighty spare his prosperity. Persian.

(Two lines of very bad Nagree, which could not be deciphered.) Nagree.

7. To the Noble Synd Fuzli Rubbee Khan Bahadoor, Principal Sudder Ameen. Bengallee.

This envelope is to be given to the Nazir of the Principal Sudder Ameen of Zillah East Burdwan. The Nazir is, on receiving it, to forward this urgent petition to the huzzoor.

8. To the sacred feet of the chief worshipful, the respected brother, Gooroopershad Singh. Bengallee.

The letter to be given at Calcutta, in the direction of Jorasanko, at the house of Tarince Sen—on arrival at which the said Singh will receive it. The letter is an urgent one, so let it reach quickly.

9. To the most blessed brother Modhoosoodun Lahoory, may his life be long. Bengallee.

The letter to be delivered in Zillah Nuddea, in the College at Krishnaghur, or at the house of the respected Baboo Praunkristo, where it may reach the said Lahoory. Bearing postage.

10. To the most sacred feet of the chief worshipful and respected brother Greesh Chunder Chowdhry. Bengallee.

Being dispatched from Boledaparah, may it go to the city of Calcutta, where on arriving at the butter shop of Gourmohun Ghose, in the Bazar of Boituckhanah, the said gentleman will be able to receive it. The Ghose as soon as he receives this letter, ought to hand it over to him, so that no delay may on any account happen, as the letter is very urgent.

11. This letter being dispatched from the city of Calcutta, is to be sent to the Zillah of Gawaree, and to arrive at the house of Manik Jumadar, directly to the east of Thanah Ameenbazar. Date 17th Bysakh—Bearing postage. Bengallee.

Bengallee. 12. To the greatest favour of the chief supporter, the respected Baboo Monohur Mookerjea. The letter to be sent to the Post-office of Zillah Nuddea, and from thence to the factory at Hanskhally. It being very urgent, may it reach quickly.

Bengallee. 13. To you, the respected Hurish Chunder Gangooly.
Tarachand Doss dispatches a note from the Peelkhanah of Zillah Burdwan, which he hopes may reach Hurrish Chunder Gangooly, at the house of Gourang Doss Joogee, in the Lohaputty, of Bow Bazar, in Calcutta.

Bengallee. 14. To the worshipful and respected brother Casheenauth Mookerjea.
Dispatched from Maggoorah, and to be given in the high road of the city of Calcutta, in the Omratollah Lane, at the house of Casheenauth Malakur, in the shop of Gooroochurn Kurmokar; on arriving at which, the said Mookerjea will receive it. The letter is urgent, so let it reach quickly.

Bengallee. 15. To the blessed feet of the most worshipful younger uncle Casheenauth Banerjea.
The letter from Calcutta to be given to the Ghat Darogah at Krishnaghur, whom may it reach. Let no delay happen.
The postage of the letter is to be there given.

Bengallee. 16. To the prosperous chief supporter Ramlochun Sah, Peshkar.
Dispatched to Calcutta, at Hautkholah, to arrive at the warehouse of Greedhur Koondo. If the said Peshkar be not there, then may it reach the hands of Ramkrishto Roy, Mookhtar, who ought to get acquainted with, and act according to the contents, of this letter.

Bengallee. 17. To the prosperous son, Madhub Chunder Biswas, may his life be perpetual.
The letter to be sent to Zillah Nuddea, Soornee, and to reach the said dearest Biswas, at the house of the late Sreenauth Biswas. The letter is urgent, so let no delay occur.

Bengallee. 18. To the son, dearer than life, and prosperous Govind Chunder Mitter; and there Ishan Chunder Dutt, may their lives be perpetual.
Dispatched from Bongram, to be taken to Soorah, within the jurisdiction of the city of Calcutta—at the house of Doorgapershad Mitter, or if it reach the dearest Coylash Chunder Bose, at the shop of Baboo Aushootosh, Surcar of Shambazar, the said Mitter will receive it.

Bengallee. 19. To the worshipful feet of the chief worshipful brother Indronarain Roy.
The letter to be given to Coolinto, where, if it reaches Hullodhur Roy, the said Roy will be able to receive it.

Nagree. 20. This is all very bad Nagree, and cannot be deciphered.

Cecil Beadon, Commissioner.

Appendix (A.), No. 67.

Appendix (A.), No. 67.

SPECIMENS* of Obliterated Stamps used in France.

Cecil Beadon, Commissioner.

* The Specimens above alluded to have been retained in India.

Appendix (A.), No. 68.

LIST of the TRANSIT BAGS despatched from the *Delhie* Post-office.

Name of the Transit Bags.	Packets contained in the Transit Bags.
Kurnaul - -	Jullunder. Umbala. Lahore. Thanaser. Ludwa.
Umbala - -	Simla. Loodianah. Ferozepore. Subathoo. Kusowlee. Kulka. Dugshai.
Jullundor - -	Hoshyarpore. Kurtarpore. Nacoda. Noorpore. Umritser. Mookarian. Denanager. Buttala. Kangra. Hajeepore Boodeepind. Tanda Dhurmsala.
Loodiana - -	Phillour.
Lahore - -	Lahore for the Punjaub. Khunghur in ditto Wuzeerabad. Shapore
Wuzeerabad -	Jhelum Rawulpindee. Peshawar Sealkote.
Meerut - -	Moradabad. Mozuffernugger Shaharunpore. Gurmookteser. Hauper. Petoraghur.
Moradabad - -	Amroha Shumbhul Rampore Nyneetal Khansheepore. Almorah.
Mozuffernugger -	Roorkee. Bijnour. Hurdwar.
Saharunpore -	Mussooree Deyra Doon. Jugadree. Rajpore.
Bijnore - -	Dhampore Nujeebabad. Nagena. Sheerkote.
Samlee - -	Jellalabad Thana.
Bolundshahur -	Bareilly Chundowsee. Shajehanpore. Peeleebheet. Anoopshahr. Sultanpore, Oude. Seetapore, Oude. Kuttra.
Allyghur - -	Agra. Benares. Cawnpore. Allahabad Mynpooree. Futteyghur. Muttra. Huttras. Badaon. Bhowgong. Kashgunge. Etah. Secundra Rao.
Agra - -	Nagpore. Indore Gwalior. Saugur. Sehore Hosungabad. Mehidpore. Augur Lullutpore Seepree Goona. Jhansi Mohona. Shekoabad Poorsa Baitool Dumoh.
Muttra -	Bhurtpore
Allahabad - -	Jounpore. Mirzapore Jubbulpore. Rewah. Azimgurh. Chunar. Bangalore Seonee
Baitool - -	Kamptee. Ellichpore.
Mynpooree -	Jalown. Etawa. Oryah. Jiswuntnuggur. Puttialee. Coonch
Cawnpore - -	Lucknow. Futtypore Hameerpore. Culpee.
Futteypore -	Banda Khujwa. Shazadpore.
Lucknow - -	Goruckpore Fyzabad.
Hameerpore -	Mohaba Heerapore.
Indore - -	All packets for Bombay Presidency.
Nagpore - -	All packets for Madras Presidency.
Benares - -	Calcutta. Gazeepore. All packets for Bengal Presidency.
Ghazeepore -	Buxar. Arrah. Dinapore. Chupra.
Rohtuck - -	Hansi Bhewanee.
Hansee - -	Hissar Sirsa.
Sirsa - -	Sukker. Shikarpore Bhawulpoor Mooltan. Hyderabad Sind Kurrachee
Moultan - -	Leiah. Deyra Ghazee Khan.
Rewaree - -	Noh. Jeypore.
Jeypore - -	Neemuch Nusseerabad Ajmere. Deesa. Ahmedabad. Bewar Erinpoora. Kota. Jawara.
Hodul - -	Koosee.
Khoorja - -	Boolundshahur.

Cecil Beadon, Commissioner.

Appendix (B.), No. 1.

AN ACT for the Management of the POST-OFFICE.

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Acts repealed.

Section I. This section explains itself.

I. Act No. XVII. of 1837, Act No. XX. of 1838, and Act No. XVII. of 1839, are hereby repealed, except in so far as they repeal other Acts and Regulations.

Exclusive privilege of carrying letters vested in the Governor-general of India in Council.

Section II. The provisions of this section are taken from 1 Vict., chap. 33, sect. 2. We have excepted also places with which there is no communication by post, and lines of road by which the post does not travel. This was necessary from the circumstances of the country, and has been provided for in the Ceylon Post-office Ordinance.

II. The Governor-general of India in Council shall have the exclusive privilege of conveying from one place to another all letters, except in the following cases; and shall also have the exclusive privilege of performing all the incidental services of receiving, collecting, sending, despatching, and delivering all letters, except in the following cases; (that is to say,)

Exceptions.

1. Letters to or from any place to which there is no communication by post, or along any line of road by which the post does not travel.

2. Letters sent by a private friend in his way, journey or travel, so as such letters be delivered by such friend to the party to whom they shall be directed.

3. Letters sent by a messenger on purpose, concerning the affairs of the sender or receiver thereof.

4. Letters concerning goods or other property sent either by sea or land, to be delivered with the goods or property which such letters concern, without hire or reward, or other profit or advantage for receiving or delivering such letters.

Prohibitions.

But nothing herein contained shall authorize any person to make a collection of such excepted letters for the purpose of sending them in the manner hereby authorised. And the following persons are expressly forbidden to carry a letter, or to receive or collect or deliver a letter, although they shall not receive hire or reward for the same; (that is to say,)

1. Common known carriers of goods or passengers, or their drivers, servants or agents, except a letter concerning goods in their carriages, and except on lines of road on which the post does not travel.

2. Owners or commanders of ships, steam-boats or passage-boats, passing to or from any port in the territories of the East India Company, or their servants or agents, except a letter concerning goods on board.

3. Passengers on board such ship, steam-boat or passage-boat.

4. Owners of or others on board of a ship, steam-boat or other boat passing on a river or navigable canal within the territories of the East India Company.

Penalties for breach of privilege.

Section III. Founded on 1 Vict., chap. 36, sect. 2.

III. Every person who shall convey otherwise than by the post a letter not excepted from the exclusive privilege of the Post-office, shall for every letter

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letter forfeit fifty rupees; and every person who shall be in the practice of so conveying letters not so excepted, shall for every week during which the practice shall be continued forfeit five hundred rupees; and every person who shall perform otherwise than by the post any services incidental to conveying letters from place to place, whether by receiving or by taking up, or by collecting or by ordering, or by carrying, or by delivering a letter not excepted from the said exclusive privilege, shall forfeit for every letter fifty rupees; and every person who shall be in the practice of so performing any such incidental services, shall for every week during which the practice shall be continued, forfeit five hundred rupees; and every person who shall send a letter not excepted from the said exclusive privilege, otherwise than by the post, or shall cause a letter not so excepted to be sent or conveyed otherwise than by post, or shall either tender or deliver a letter not so excepted, in order to be sent otherwise than by post, shall forfeit for every letter fifty rupees; and every person who shall be in the practice of committing any of the acts last mentioned, shall for every week during which the practice shall be continued forfeit five hundred rupees; and every person who shall make a collection of excepted letters for the purpose of conveying them or sending them either by the post or otherwise, shall forfeit for every letter fifty rupees; and every person who shall be in the practice of making a collection of excepted letters for either of these purposes, shall forfeit for every week during which the practice shall continue five hundred rupees.

Governor-general of India in Council to appoint officers.

Section IV. This seemed necessary to enable the Government to appoint officers to the department, and empower them to act; as by the terms of the Draft Act all privileges and powers connected with the Post-office are vested in the Governor-general in Council.

IV. For carrying on the service of the Post-office, it shall be lawful for the Governor-general of India in Council from time to time to appoint such officer or officers, with such official styles or designations, and to vest them with, and delegate to them, such powers not inconsistent with the provisions of this Act, as the said Governor-general of India in Council may deem expedient.

Inland postage rates on letters.

Section V. The provisions of this clause have been fully explained in the paper on letter postage, in paragraphs 29 and 88 of the Report. The wording of this section is taken from 3 & 4 Vict., chap. 96, sects. 2 and 4.

V. Inland postage shall be charged by weight on letters transmitted by the post, according to the following scale:

On every letter not exceeding a quarter of a tolah in weight, six pies.

On every letter exceeding a quarter of a tolah, and not exceeding half a tolah in weight, one anna.

On every letter exceeding half a tolah, but not exceeding one tolah in weight, two annas.

On every letter exceeding one tolah, and not exceeding one tolah and a half in weight, three annas.

On every letter exceeding one tolah and a half, and not exceeding two tolahs in weight, four annas.

And for every tolah in weight above two tolahs there shall be charged and taken two additional annas, and every fraction of a tolah above two tolahs shall be charged as one additional tolah.

Provided such letters be duly and properly stamped when posted, as hereinafter provided. But in case any letters be not duly and properly stamped, there shall be charged on them a postage of double the amount to which such letters would otherwise be liable.

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Inland postage rates on newspapers, &c.

Section VI. This has been treated of under the head of newspaper postage in paragraphs 115 to 117 of our Report; the provision that newspapers need not be sent by post is taken from the Ceylon Ordinance. If the Government should think fit to grant an uniform postage on newspapers, the words in *italics* may stand; but if not, and if no change is made in present rates, those words must be erased, and the following table substituted:

For Distances	Not exceeding in Weight		
	3½ Tolahs.	6 Tolahs.	9 Tolahs.
	Annas.	Annas.	Annas.
Not exceeding 20 miles -	1	2	3
Not exceeding 400 miles -	2	4	6
Above 400 miles	3	6	9

Single postage being added for every three additional tolahs.

VI. Inland postage on newspapers, pamphlets, and other printed or engraved papers transmitted by the post shall be charged *by weight* according to the following scale:

On every newspaper not exceeding three and a half tolahs in weight, two annas.

On every newspaper exceeding three and a half tolahs, but not exceeding six tolahs in weight, four annas.

And for every three tolahs in weight above six tolahs there shall be charged and taken two additional annas.

And every fraction of three tolahs, above six tolahs, shall be charged as three additional tolahs.

Provided that nothing contained in this Act shall be construed to oblige any person to send any newspaper, pamphlet or other printed or engraved paper through the Post-office; but it shall be lawful for all persons to send the same in any other manner.

Newspapers, &c., how to be sent by post.

Section VII. This is taken from the Ceylon Ordinance.

VII. No newspaper, pamphlet, or other printed or engraved paper shall be sent by post at the rates prescribed in the preceding section, unless the following conditions be observed; (that is to say,)

1. It shall be sent without a cover or in a short cover open at the sides.

2. There shall be no word or communication printed on the paper after its publication, or upon the cover thereof, or any writing or marks upon it or upon the cover of it except the name and address of the person to whom it is sent.

3. There shall be no paper or thing enclosed in or with any such paper.

Penalties for sending newspapers, &c. by post otherwise than in the manner prescribed.

Section VIII. This is founded on sect. 5 of 1 Vict. chap. 36.

VIII. Every person who shall enclose, or cause or procure to be enclosed in a newspaper, pamphlet, or other printed or engraved paper to be sent to the post, or under the cover thereof, any letter, or paper, or thing; and every person who shall print, or cause to be printed, any words or communication either upon any such newspaper, pamphlet, or other printed or engraved paper, after the same shall have been published, or upon the cover thereof, or who shall put, or cause to be put, any writing or marks either upon the newspaper, pamphlet, or other printed or engraved paper, or upon the cover thereof, other than the name and address of the person to whom it shall be sent; and every person who shall knowingly either send or cause to be sent by the post, or who shall either deliver or tender in order to be sent by the post, a newspaper, pamphlet, or other printed or engraved paper, in respect to which any one of the offences hereinbefore mentioned shall have been committed, shall for every such offence forfeit fifty rupees.

Proof sheets.

Section IX. This is provided for in Section XI. of the present Post-Office Act.

IX. Proof sheets, marked as such, shall be sent by letter post at the rates prescribed for newspapers, provided they be brought to the despatching office open, and be sealed in the presence of the person in charge of such office.

X. Inland

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Inland banghy postage.

Sections X. and XI. The provisions of these sections will be found treated of in the paper on Bhangy Postage, in paragraphs 314 to 342 of the Report.

X. Inland banghy postage shall be charged by weight and distance, on parcels sent by the banghy post, according to the following scale:

FOR DISTANCES	If not exceeding in Weight					
	100 Tolahs.	200 Tolahs.	300 Tolahs.	400 Tolahs.	500 Tolahs.	600 Tolahs.
	Rs. a.	*Rs. a.*	*Rs. a.*	*Rs. a.*	*Rs. a.*	*Rs. a.*
Not exceeding 100 miles	- 4	- 8	- 12	1 -	1 4	1 8
Not exceeding 300 "	- 12	1 8	2 4	3 -	3 12	4 8
Not exceeding 600 "	1 8	3 -	4 8	6 -	7 8	9 -
Exceeding 600 "	2 8	5 -	7 8	10 -	12 8	15 -

Books, pamphlets, &c.

XI. Books, pamphlets, packets of imported newspapers, and printed or engraved papers, other than newspapers, without covers, or packed in short covers open at both ends, provided they do not exceed one hundred and twenty tolahs in weight, and provided the postage thereon be prepaid by means of a proper stamp, or stamps, to be affixed thereon as hereinafter prescribed, shall, if sent by the banghy post, be charged with the following rates of postage, without reference to the distance to which they may be carried:

On every parcel not exceeding twenty tolahs in weight, one anna.

On every parcel exceeding twenty tolahs, but not exceeding forty tolahs in weight, two annas.

And for every twenty tolahs in weight above forty tolahs, there shall be charged and taken one additional anna, and every fraction of twenty tolahs above forty tolahs, shall be charged as twenty additional tolahs.

And if such parcels exceed one hundred and twenty tolahs, or if the postage chargeable thereon be not prepaid, they shall be subject to the rates of postage prescribed for banghy parcels in the preceding section of this Act.

Table of distances.

Section XII. Section X. of the Rules passed by the Governor-general of India in Council, under date 30th August 1837, provides for the preparation of polymetrical tables of distances. We have thought it better to include it in the Act itself, in order the better to secure that these tables be always accessible to the public, both European and native. If uniform postage on newspapers be conceded, the words in *italics* may be left out.

XII. Banghy *and newspaper* postage shall be calculated and charged according to a polymetrical table of distances, showing the distance by the nearest road between every two Post-office stations in India, which shall be prepared by the Governor-general of India in Council, and corrected from time to time as needs be. Each Postmaster-general shall prepare from the aforesaid polymetrical table, in the English and vernacular languages, for the use of each and every post-office under his control, a list of all the post-offices of India, arranged alphabetically and according to distance.

Limitation of weight of letters where there is a banghy post.

Section XIII. This was provided for in Section VII. of the old Act. We have considered it expedient to make the prohibition, except in certain cases absolute, for the reasons stated in our paper on Franking, in paragraph 209 of the Report.

XIII. Where there is a banghy post established on any line of road, no letter or packet exceeding twelve tolahs in weight, shall be conveyed by the letter post on that line of road, except in such cases and under such restrictions as the Governor-general of India in Council may direct.

Where there is no banghy post.

Section XIV. has been slightly altered in the wording, but is otherwise the same as Sections II. and III. of Act XX. of 1838.

XIV. Where there is no banghy post established on any line of road, letters and packets exceeding twelve tolahs and not exceeding forty tolahs in weight shall be received for transmission by the letter post, and the postage thereon shall be

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Letters and newspapers exceeding 12 tolahs.

Parcels exceeding 12 tolahs, but not exceeding 40 tolahs.

Certificate.

Parcels exceeding 40 tolahs.

be levied by ratable increase, as declared and provided in Sections V. and VI. of this Act. Packets exceeding twelve tolahs and not exceeding forty tolahs in weight, brought for despatch along any such line of road, shall be forwarded by letter post and charged with postage as banghy parcels, as declared and provided in Sections X. and XI. of this Act; provided that it be certified in writing on the cover of such packets, and attested with the full signature of the sender, that they do not contain any letters or packets or any written communication whatever, which if sent separately would be charged with letter postage. Packets exceeding forty tolahs, but not exceeding six hundred tolahs in weight, if posted for despatch along any such line of road, shall also be forwarded to their destination as banghy parcels. But it shall always be in the discretion of the postmaster or deputy postmaster to whom such packets are brought for despatch, to forward them at such times and in such manner as may be convenient.

Where parcels and letter mails are conveyed in the same carriage.

Section XV. This section is necessary to provide against parcels of newspapers being forwarded at banghy rates of postage when the letter and banghy mails travel together. It has been further explained under the head of Letter Postage, in paragraphs 72 and 76 of our Report.

XV. On any line of road along which the banghy parcels are conveyed in the same carriage with the letter mails, it shall not be lawful to send or enclose or to cause to be sent or enclosed in any banghy parcel any letter, packet, or written communication, of less weight than twelve tolahs; and every person who shall send or enclose or cause to be sent or enclosed in any banghy parcel, along any such line of road, any such letter, packet or written communication, shall forfeit for every such offence fifty rupees.

Ship postage.

Section XVI. In explanation of this section, we beg to refer to paragraphs 94, 120, and 382 of our Report, under the head of Letter and Newspaper Postage and Banghy.

XVI. Ship postage shall be levied in addition to inland postage, according to the following rates, on all letters sent or received by any private or Government ship or steam boat, provided such letters or packets are not liable to the payment of British packet postage; (that is to say,)

Letters.

On every letter not exceeding three tolahs in weight, three annas.

And for every tolah in weight above three tolahs there shall be charged and taken one additional anna, and every fraction of a tolah above three tolahs shall be charged as one additional tolah.

Newspapers.

On every newspaper, or other printed or engraved paper, not exceeding three and a half tolahs in weight, one anna.

On every newspaper or other printed or engraved paper exceeding three and a half tolahs, but not exceeding six tolahs in weight, two annas.

And for every three tolahs in weight above six tolahs there shall be charged and taken one additional anna, and every fraction of three tolahs above six tolahs shall be charged as three additional tolahs.

Parcels.

On every parcel not exceeding one hundred tolahs in weight, one rupee.

And for every hundred tolahs in weight above one hundred tolahs there shall be charged and taken one additional rupee, and every fraction of one hundred tolahs above one hundred tolahs shall be charged as one hundred additional tolahs.

Provided that no letter or packet upon which ship postage as aforesaid has been taken at the office of despatch shall be liable to any farther charge of ship postage on account of being received at any other office.

XVII. No

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Limitation of weight of parcels.

Section XVII. The limitation as to weight in this section is the same as in the present law. We have extended the length allowed to three feet instead of 15 inches, as it is found impracticable to adhere to the restriction when maps or plans have to be forwarded. We have provided for an extension of the maximum weight in particular cases, and have laid down the rate to be charged; and in the rules we have allowed 2,000 tolah weight to be forwarded, under this authority, on lines on which the banghy is conveyed in mail carts. We have also placed ship banghies in respect to limitation as to weight on the same footing as parcels sent by foot-runners.

XVII. No parcel exceeding six hundred tolahs in weight or three feet in length or one foot in breadth, or one foot in depth, or two thousand five hundred and ninety-two cubic inches in bulk, shall be received at any post-office for despatch either by ship or steam boat, or by banghy post, except in such cases and under such restrictions as the Governor-general of India in Council may direct. On parcels exceeding six hundred tolahs in weight, when so forwarded, there shall be charged and taken an additional single rate of banghy postage, according to distance, for every hundred tolahs or part thereof above six hundred tolahs.

Ship and inland postage on foreign covers must be prepaid.

Section XVIII. This is to provide for the prepayment of postage on covers sent to foreign parts, where there are no means of collecting postage on account of the East India Company.

XVIII. Letters and newspapers posted for despatch to Ceylon, or by ship or Government steamer to any place beyond the territories of the East India Company, upon which the full amount of inland or ship postage, or both, chargeable under this Act, has not been paid, shall not be despatched, but shall be sent to the dead letter office, and returned, if practicable, to the sender. No parcel shall be received for despatch as above to any such place, unless the full amount of postage chargeable thereon shall be prepaid.

Unpaid postage on letters to any part of India to be charged double.

Section XIX. This has been explained in paragraphs 162 to 165 of our Report, under the head of Prepayment. As no reduction has been made in newspaper and banghy postage, we have not considered it proper to render them liable to the double charge on delivery, if postage be not prepaid.

Newspapers and parcels.

XIX. Letters, posted for despatch either by sea or land from one place in the territories of the East India Company to another, upon which either the whole or a part of the ship or inland postage chargeable as above, or of both, has not been paid, shall be forwarded to their destination; and upon such letters there shall be charged a postage of double the amount otherwise due thereon; but unpaid newspapers and parcels, so posted for despatch, upon which the postage chargeable as above, or a part thereof, has not been paid, shall nevertheless be forwarded to their destination, and charged with the postage due thereon, but unpaid.

Re-directed letters.

Section XX. This is founded on Section XXX. of the present Rules. The wording is taken from 3 & 4 Vict. chap. 96, sect. 14. We would allow of no exceptions to the rule, as the re-direction of letters is represented to occasion great trouble to the department.

XX. On every letter, or packet, whether inland or imported, which may be re-directed and forwarded by post, there shall be charged for the postage of such article from the place at which the same shall be re-directed to the place of ultimate delivery, in addition to all other postage paid or due thereon, such a rate of postage as the same would be liable to if pre-paid.

Governor-general in Council may make regulations for receipt and delivery of letters, &c.

Section XXI. This clause seemed necessary to enable the Government to pass subsidiary rules for the guidance of the Post-office. The exception made as to explosive or dangerous materials is founded on 3 & 4 Vict. chap. 96, sect. 62.

XXI. All letters and other articles shall be posted, forwarded, conveyed and delivered under such regulations, and subject to such conditions and restrictions as to dimensions, enclosures, or otherwise, as the Governor-general of India in Council may direct. Provided, that no person shall post or cause to be posted, or send or cause to be sent, or tender or deliver in order to be sent by the post any letter or packet containing any explosive or other dangerous material or substance; and any person contravening this prohibition shall forfeit, for every such offence, fifty rupees.

Governor-general of India in Council may levy lower rates of postage.

Section XXII. This is provided for at present by Act XVII. of 1839.

XXII. It shall be lawful for the Governor-general of India in Council at any time to authorise the levy of postage dues at rates different from those prescribed in this Act, provided there be no increase made thereby in any particular of the rates so prescribed, except as provided in Section XXXII. of this Act.

App. (B.), No. 1.

Letters and packets once put into the Post-office.

Section XXIII. This is in accordance with Section XXIX. of the Rules. We have thought it should more properly be provided for by the Act.

XXIII. Letters once delivered into any post-office shall not be recalled by or restored to the sender except as provided by Section XVIII. of this Act. But newspapers and parcels may be so recalled or restored; provided that the person claiming the same shall satisfy the officer in charge of the post-office that he was the sender thereof, and that the amount of postage which would have been due on such newspaper or parcel, if the same had been forwarded, be paid.

Steam postage.

Section XXIV. provides for the realisation of steam postage charged by Her Majesty's Postmaster-general in the same manner as other postage.

XXIV. The postage charged on letters and packets by Her Majesty's Postmaster-general under the name of steam or British packet postage, or by any other denomination, shall, after the rates of such postage have been published in the Official Gazette of any Presidency, be recovered in the same manner as postage chargeable under this Act.

Postage stamps.

Section XXV. is founded on 3 & 4 Vict. chap. 96, clause 12, and is explained in paragraph 134 of our Report, under the head of Stamps.

XXV. All letters and other articles, if having a stamp or stamps affixed thereto (such stamp or stamps in every case being affixed on the outside, and being equal in value or amount to the rate or rates of postage to which such letters or other articles are liable under this Act), shall, provided the stamp or stamps shall not have been used before, pass by the post free of postage.

How to be provided.

Sections XXVI. and XXVII. are explained under the head of Stamps, in paragraphs 141 to 143 of the Report.

XXVI. The Governor-general of India in Council shall cause stamps to be provided denoting rates or duties of six pies, and one anna, or rates or duties of any other value or amount as the said Governor-general of India in Council may direct, and shall give such other orders and make such other regulations relative thereto as may be deemed expedient.

Postage stamps to be under management of the Stamp Department.

XXVII. The rates or duties which shall be expressed or denoted by any such stamps as aforesaid shall be denominated and deemed to be stamp duties, and shall be under the care and management of the Board of Revenue or Superintendent of Stamps, or such other officer or officers in charge of the Stamp Department, as the Governor-general of India in Council may direct. And all sums of money realised by the sale of postage stamps shall be brought in the public accounts to the credit of the Post-office;

Existing stamp laws to apply.

and all directions and penalties contained in or imposed by the several Acts and Regulations now in force relating to stamp duties shall (as far as the same may be applicable and consistent with the provisions of this Act), in all cases not hereby expressly provided for, be of full force and effect with respect to the stamps to be provided under or by virtue of this present Act.

Penalties for forging stamps, &c.

Sections XXVIII. and XXIX. are founded on 3 & 4 Vict. chap. 96, clauses 22 and 23.

XXVIII. If any person shall forge or counterfeit, or cause or procure to be forged or counterfeited, any die, plate, or other instrument which shall be used for the purpose of expressing or denoting any of the rates or duties chargeable under this Act; or if any person shall forge or imitate, or cause to be forged or imitated, any stamp or stamps which shall be provided as aforesaid; or if any person shall knowingly and without lawful excuse (the proof whereof shall be on the person accused) have in his possession any false, forged or counterfeit die, plate or other instrument resembling or intended to resemble either wholly or in part any die, plate or instrument that shall be used for the purpose aforesaid; or if any person shall stamp or mark or cause to be stamped or marked any paper or other substance with any such false, forged, or counterfeit die, plate,

or

or instrument as aforesaid; or if any person shall use, utter, sell, or expose to sale, or shall cause to [illegible] uttered or exposed for sale, or shall knowingly and without lawful excuse (of which the proof shall lie on the person accused) have in his possession any paper or other substance having thereon the impression of any such false, forged, or counterfeit die or other instrument as aforesaid; or having thereon any counterfeit stamp resembling or intended to resemble, or be mistaken for the stamp or stamps which shall be provided as aforesaid; then and in every such case every person so offending, and every person knowingly aiding, abetting, or assisting any person in committing any such offence, shall be punished with imprisonment, with or without hard labour, for a term not exceeding seven years, and shall also be liable to fine.

Penalties for evading postage stamp duties.

XXIX. If any person shall fraudulently remove or cause to be removed, from any letter, newspaper, or other cover or paper, any stamp or stamps provided and used as aforesaid, with intent to use or place such stamp or stamps with or upon any other letter, newspaper, or other cover or paper; or if any person shall fraudulently so use or cause to be used any such stamp or stamps so fraudulently removed; or if any person shall fraudulently erase or remove, or cause to be erased or removed, from any such stamp or stamps any writing or other matter or thing thereon written or impressed, with intent to use any such stamp or stamps, every person so offending shall forfeit two hundred rupees for every such offence.

Licenses for sale of stamps.

Section XXX. explained in paragraph 141 of our Report, under the head of Stamps.

XXX. It shall be lawful for the Governor-general of India in Council to prescribe the terms and conditions upon which licenses may be granted to any person or persons to deal in and to retail stamps denoting the stamp duties of postage, or to authorise the sale of such stamps by any unlicensed person or persons, any thing in the existing Acts and Regulations to the contrary notwithstanding.

Option to prepay postage.

Section XXXI. explained in paragraph 162 of our Report, under the head of Prepayment.

XXXI. In all cases, except that of letters and packets posted for despatch to any place beyond the territories of the East India Company, it shall be optional with parties sending any letters or packets by the post, to forward the same free of postage by means of a proper stamp or stamps placed or fixed thereon in the manner hereinbefore provided, or to forward them unpaid, or in the case of parcels only, to prepay the postage in money. But no money shall hereafter be received at any post-office in prepayment of postage on any letter, newspaper or other printed or engraved paper forwarded by the post. Provided that nothing in this section shall be construed to require the prepayment of British packet postage on letters or packets upon which the prepayment of such postage has been left optional by Her Majesty's Postmaster-general.

Governor-general in Council may direct that all postage shall be prepaid, and that by stamps alone.

Section XXXII. As we have stated in our paper on Prepayment, that we consider the most perfect system of Post-office management to be, when circumstances will permit, compulsory prepayment by stamps, we have provided in this clause for the Governor-general in Council at any time declaring such prepayment necessary in stamps alone.

XXXII. It shall be lawful for the Governor-general of India in Council at any time to withdraw, either wholly or in part, the option allowed by the preceding section of this Act; and to direct that all or any letters, or other covers or parcels, shall not be forwarded by post unless the postage thereof shall be prepaid by means of a proper stamp or stamps, or to charge on all letters or other covers or parcels on which the postage shall not be prepaid, or which shall not be duly and properly stamped, such higher rates of postage than would otherwise be payable, as from time to time may be deemed expedient.

App. (B.), No. 1.

Postage on unpaid letters, &c., to be paid by the receiver.

Section XXXIII. This is founded on Sections XXI. and XXIV. of the present Act. We have considered it unnecessary to retain the provision to remit the postage on letters sent maliciously to annoy, as the Post-office, having performed the service, is entitled to the remuneration; and we have authorized the Post-office to withhold stamped as well as bearing letters from persons refusing to pay postage, as when the proportion of bearing letters has been reduced to a mere fraction, the withholding of such letters only would be of no avail to compel payment of postage.

XXXIII. The person to whom any letter or packet, the postage of which has not been paid, may be delivered, shall not be bound to pay the postage if he returns the same unopened, but if he opens the same he shall be bound to pay the postage due thereon; and if any person shall refuse to pay any postage which he is legally bound to pay for any such letter or packet, it shall be lawful for the officer in charge of the post-office from which such letter or packet was delivered to withhold from the person so refusing, until such postage be paid, any other letter or packet addressed to that person not being superscribed as on the public service.

Registered letters.

Section XXXIV. This is taken from 3 & 4 Vict. chap. 96, sect. 39, and is explained under the head of General Management, in paragraph 249 of our Report.

XXXIV. In case it should be deemed expedient that any letters or other packets should be registered at the Post-office, it shall be lawful for the Governor-general in Council to direct that in addition to any rates of postage payable under this Act, a fee not exceeding four annas shall be charged on all or any such letters or packets; and such registration fee shall be paid on the letter being put into the Post-office.

Expresses.

Section XXXV. This seems expedient. It is provided for in the Ceylon Ordinance.

XXXV. It shall be lawful for the Governor-general of India in Council to charge any rate of postage for the conveyance of letters and packets by express, in addition to or instead of any other rates of postage chargeable on such letters and packets under this Act.

Commanders of inward-bound vessels carrying mails, how to proceed.

Section XXXVI. This is taken from Section XV. of the present Act.

XXXVI. When any vessel arrives by sea at any place within the territories of the East India Company at which there is a post-office, the commander of such vessel shall as speedily as possible cause every letter and packet on board of such vessel, which is directed to that place, and not excepted from the exclusive privilege of the Post-office, to be delivered either at the post-office, or to some officer of the post-office authorized to receive the same. And if there be on board any letter or packet directed to any other place, and not excepted from the exclusive privilege aforesaid, the said commander shall as speedily as possible report the same to the postmaster of the place at which he has arrived, and shall act according to the directions he may receive from such postmaster, and the receipt of such postmaster shall discharge such commander of all responsibility in respect of such letter or packet.

Penalties.

Section XXXVII. This is the same as Section XVI. of the present Act.

XXXVII. Every commander of a vessel who shall wilfully disobey any of the directions contained in the preceding section shall be punished with a fine not exceeding one thousand rupees.

Detention of letters on board prohibited.

Section XXXVIII. This is founded on 1 Vict. chap. 36, clause 3, and is necessary, to provide for cases which have actually occurred.

XXXVIII. Every person, being either the commander of a vessel inward bound, or any one on board such vessel, who shall knowingly have in his possession any lettter not excepted from the privilege of the Post-office after any part of the letters on board the said vessel shall have been sent to the Post-office, shall forfeit for every such letter fifty rupees, whether the letter be in the baggage or on the person of the offender or otherwise in his custody. And every such person who shall detain any such letter after demand made for the same by an officer of the Post-office, shall forfeit for every such letter one hundred rupees.

Bounty money.

Section XXXIX. This is the same as Sections XVIII. and XIX. of the present Act; but we have limited the period during which the claim may be made to two months, instead of three, as it seemed quite sufficient.

XXXIX. For every letter or packet delivered by the commander of any ship in conformity with the directions of Section XXXVI. of this Act, the officer in charge of the post-office shall pay to the said commander the sum of one anna. Provided that

that no payment shall be made to the commander of any vessel on account of the delivery of any letter or packet, unless the claim of such commander shall be preferred before the vessel leaves the place at which the letter or packet was delivered, or before the expiration of two months from the date of the arrival of such vessel.

Commanders of outward-bound vessels to receive mails on board.

Section XL. This is the same as Section XX. of the present Act.

XL. The commander of every vessel leaving any place in the said territories by sea shall receive on board of such vessel every letter and packet which he shall be required so to receive by any officer of the Post-office, and shall give a receipt for such letters or packets. And every commander of a vessel who shall wilfully disobey any direction contained in this section shall be punished with a fine not exceeding one thousand rupees.

Unclaimed letters, &c.

Section XLI. The former part of this section is necessary to insure greater attention to the preparation of lists of unclaimed letters; the other provisions of the clause are founded on Sections XXV., XXVI., and XXVII. of the present Act.

XLI. A list of all letters and packets of which the persons addressed cannot be found, shall be prepared daily at every post-office, and exposed for not less than two weeks in the most public and conspicuous part of such office; and all such letters and packets which shall have remained three months unclaimed at any post-office shall be sent to the Postmaster-general of the Presidency. At intervals of not more than three months the said Postmaster-general shall publish in the official gazette of the Presidency, lists of all such unclaimed letters and packets, of which the addresses are written in the English language or character. Every letter and packet which shall have remained eighteen months unclaimed in the office of the Postmaster-general of any Presidency shall be opened by the said Postmaster-general; and if any money shall be found therein it shall be paid into the public treasury, and if any other valuable property, it shall be sold, and the sale proceeds paid in like manner into the public treasury for the benefit of any party who may have a right thereto. And when one year shall have elapsed after such letter or packet has been opened, it shall be lawful for the Postmaster-general, if it be still unclaimed, to destroy it.

Refused letters, &c.

Section XLII. This is explained under the head of General Management in paragraph 255 of our Report.

XLII. Letters or packets rejected unopened by the person to whom they are addressed, shall be forthwith sent to the office of the Postmaster-general of the Presidency, and by him opened and destroyed. And all money or other valuable property which such letters or packets may contain shall be disposed of in the manner prescribed in the preceding section with respect to such money or property contained in unclaimed letters.

Franking abolished.

Section XLIII. This is explained in paragraphs 168 to 209 of our Report under the head of Franking.

XLIII. On and after the passing of this Act the privilege of sending and receiving letters and packets by the post free of postage, whether official or otherwise, shall wholly cease; and all letters and packets to which any such privilege now extends shall henceforth be charged with the same rates of postage as any other letters sent by the post.

Letters on the public service, duly certified as such, how to be charged.

Provided that letters and packets on the public service, certified to be such by the signature of any public officer now or hereafter authorized by the Governor-general of India in Council in that behalf, shall be forwarded by the post as if they were duly stamped, and the postage due thereon shall be charged to the several public departments from which such letters or packets are sent, in such manner as the said Governor-general of India in Council shall direct.

XLIV. Every

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Penalty for false certificate.

Section XLIV. This is founded on Section V. of Act XX. of 1839, and section 42 of the Ceylon Post-office Ordinance.

XLIV. Every person who shall wilfully certify or cause to be certified by writing on any official or other letter or packet delivered at any post-office for conveyance by post that which is not true in respect of such letter or packet, or in respect of the whole of its contents, for the purpose of defrauding the Post-office revenue; and every person who shall send or permit to be sent by post under colour or pretence of an official communication any letter, paper, writing or other enclosure of a private nature, shall for every such offence forfeit fifty rupees.

Letters, &c., suspected to contain contraband articles, or writing in contravention of this Act, how to be dealt with.

Section XLV. This is the same as Section XXX. of the present Act; the provision in regard to parcels is explained in paragraph 332 of our Report, under the head of Banghy.

XLV. If any officer in charge of a post-office shall suspect that any letter or packet lying for delivery at his office contains any contraband article, or any article on which duty is owing to Government, or that any letter or packet lying for delivery at the post-office contains any writing or enclosure in contravention of the provisions of Sections VII., XIV., XV., or XLIV., of this Act, it shall be lawful for such officer to summon the person to whom the letter or packet is directed, to attend at the post-office by himself or agent within forty-eight hours after the arrival of the letter or packet at that post-office, and to open the letter or packet in the presence of the person to whom the letter or packet is directed, or of that person's agent; and if that person shall not so attend by himself or agent, then to open the letter or packet in the absence of that person. It shall also be lawful for any officer in charge of a post-office to refuse to forward any parcel through the Post-office by sea to any foreign port, or to any place not on the continent of India, unless such parcel be accompanied by a Custom-house pass.

Government not responsible for loss.

Section XLVI. This is the same as Section XXXI. of the present Act.

XLVI. The Government shall not be responsible for any loss or damage which may occur in respect of anything entrusted to the Post-office for conveyance, and no person employed by the Government in the Post-office department shall be responsible for any such loss or damage, unless that person shall cause such loss or damage maliciously or fraudulently.

Penalty for secreting, opening or making away with letters, &c., by persons employed in the Post-office.

Section XLVII. This is taken from Section XXXIII. of the present Act, and section 36 of the Ceylon Ordinance; the exception of letters opened under the authority of the postmaster is founded on the latter part of section 33 of the Ceylon Ordinance.

XLVII. Whoever being in the employ of the Government in the Post-office department, shall fraudulently secrete, make away with, or appropriate any letter or packet which may have been entrusted to him, or anything contained in any such letter or packet, or shall mutilate or break open any such letter or packet, or any banghy parcel or box, with the intention of fraudulently appropriating anything therein contained, shall be punished with imprisonment, with or without hard labour, for a term not exceeding seven years, and shall also be liable to fine. Provided that nothing herein contained shall extend to the opening of a letter or packet returned for want of a true direction, or because the person to whom the same shall be directed cannot be found, or refuses or neglects to pay the postage thereof, or to the opening of a letter or packet suspected to contain any contraband article, or any writing in contravention of the provisions of this Act, or to the opening of a letter or packet directed to any place not in the territories of the East India Company on which the proper amount of postage shall not have been paid.

Penalty for detaining mails.

Section XLVIII. This is taken from section 35 of the Ceylon Ordinance; the exception in favour of a secretary to Government acting by order is provided for by Section

XLVIII. It shall not be lawful for any person, except a Secretary to Government, acting by order of the Government, to detain a Post-office messenger whilst carrying the mails, or to detain any carriage or horse upon which the mails are being carried, or on any pretence to open a packet in transi

XLIX. of the present rules. We have not thought it necessary to provide for any other public officer detaining or opening mails.

transit from one post-office to another; and every person who shall be guilty of any of the above-mentioned offences, shall be punished with a fine not exceeding five hundred rupees.

Penalty for retaining letters, &c. delivered by mistake.

Section XLIX. This is taken from 1 Vict. chap. 36, clause 31, and section 34 of the Ceylon Ordinance.

XLIX. Every person who shall fraudulently retain, or wilfully secrete, or keep or detain, or being required to deliver up by an officer of the Post-office, shall neglect or refuse to deliver up a post letter or packet which ought to have been delivered to any other person, or a post letter bag or post letter or packet which shall have been sent, whether the same shall have been found by the person secreting, keeping, or neglecting to deliver up the same, or by any other person, shall be punished, on conviction before a magistrate, with imprisonment, with or without hard labour, for a term not exceeding two years, and shall also be liable to fine.

Penalty for neglect on the part of persons employed to carry mails.

Section L. This is founded on section 32 of the Ceylon Ordinance. A similar provision was recommended by the Postmaster-general of the North-west Provinces, but the Government of India considered it not expedient at that time to legislate separately for it.

L. Every person employed to convey or deliver any post bag or any letter or packet sent by post who shall be guilty while so employed of any act of drunkenness, carelessness, or other misconduct, whereby the safety of any such bag or letter, or packet shall be endangered; or who shall loiter or make delay in the conveyance or delivery of any such bag, or letter, or packet; or who shall not use proper care and diligence safely to convey any such bag, letter or packet, shall be liable to a fine not exceeding fifty rupees.

Penalty for embezzlement by persons employed in the Post-office.

Section LI. This is the same as Section XXXIV. of the present Act.

LI. Whoever being in the employ of the Government in the Post-office department, and being entrusted to receive money for postage duty, or any other public purpose, shall fraudulently appropriate the same, shall be punished on conviction before a magistrate with imprisonment, with or without hard labour, for a term not exceeding two years, and shall also be liable to fine.

Penalty for fraudulently altering marks on letters, &c., by persons employed in the Post-office.

Section LII. This is founded on Section XXXV. of the present Act. The provisions respecting stamps are taken from 3 & 4 Vict. chap. 96, clause 23.

LII. Whoever being in such employ as is described in Section LI., shall fraudulently put any wrong mark on any letter or packet, or shall fraudulently alter, remove or cause to disappear, any mark or stamp which is on any letter or packet, or shall fraudulently use or place with or upon any letter or packet, any stamp which shall have been removed from any other letter or cover, shall be punished, on conviction before a magistrate, with imprisonment with or without hard labour, for a term not exceeding two years, and shall also be liable to fine.

Penalty for incorrectly preparing documents, or secreting documents, by persons employed in the Post-office.

Section LIII. This is the same as Section XXXVI. of the present Act.

LIII. Whoever being in such employ as is described in Section LI. and being entrusted with the preparing or keeping of any document, shall with a fraudulent intention, prepare that document incorrectly, or alter that document, or secrete or destroy that document, shall be punished, on conviction before a magistrate, with imprisonment with or without hard labour, for a term not exceeding two years, and shall also be liable to fine.

Penalty for sending letters without charging postage, by persons employed as above.

Section LIV. This is taken from Section XXXVII. of the present Act.

LIV. Whoever being in such employ as is described in Section LI. shall send by the post or put into any post bag, any unstamped letter or packet upon which postage has not been paid or charged in the manner prescribed in this Act, intending thereby to defraud the Government of the postage duty on such letter or packet, shall be punished, on conviction before a magistrate, with imprisonment with or without hard labour for a term not exceeding two years, and shall also be liable to fine.

App. (B.), No. 1.

Fines, how to be recovered.

Section LV. This is taken from Section VIII. of Act XX. of 1838.

LV. All fines incurred under the provisions of this Act, shall be demanded from the parties liable thereto, by notice in writing from the Postmaster-general, or from any officer in charge of a post-office, and if not paid upon such demand, the same shall, upon conviction of the offender before any magistrate, be levied, together with the costs attending the information and conviction, by distress and sale of the goods and chattels of the party or parties offending, by warrant under the hand of such magistrate. And if upon the return of such warrant, it shall appear that no sufficient distress can be had thereon, then it shall be lawful for any such magistrate, by warrant under his hand and seal, to cause such offender or offenders to be committed to prison, there to remain for the space of two calendar months, unless such fines and all reasonable charges attending the same, shall be sooner paid and satisfied. A share not exceeding one moiety of every fine imposed and recovered under this Act, shall be awarded to the informer.

Half the fine to be paid to the informer.

District dawks.

Section LVI. This seems necessary to empower the Governor-general in Council at any time to bring any of the district post lines under the operation of the Post-office laws, without requiring a fresh Act.

LVI. It shall be lawful for the Governor-general of India in Council, to frame rules for the management of all or any zemindaree, thanah, or other district dawks, and to declare from time to time what portions of this Act shall be applicable to such dawks, and to persons employed in connexion therewith.

Cecil Beadon,
Commissioner.

Appendix (B.), No. 2.

App. (B.), No. 2.

RULES for the Management of the Post-office Department, passed by the Governor-general of India in Council on

All existing orders passed by Government rescinded.

Section I. The same as in the present rules, with the exception that it has been considered necessary to cancel only the existing rules, general orders, and proclamations issued by Government.

I. All existing rules, general orders and proclamations issued by the Government, for the guidance of the Post-office departments of the different Presidencies and Settlements of India, saving such as relate to dawk travelling and matters of account, shall cease to have effect from next; and the following Rules and Orders shall be substituted for the same, to be in force at all Post-office stations in any of the Presidencies, Settlements or Possessions of the East India Company, and to take effect from the above-mentioned date.

Director-general to be appointed.

Sections II. and III. are explained in paragraphs 305 to 313 of the Report, under the head of General Management.

II. There shall be a Director-general of the Post-office of India, who shall exercise his functions, in subordination to the Governor-general of India in Council.

Four Postmasters-general.

Subordinate to Director-general.

Post-offices, where to be established.

III. There shall be a Postmaster-general for each of the Presidencies of Madras and Bombay, and two Postmasters-general for the Presidency of Bengal, namely, one for the North-western, and one for the Lower Provinces; each of whom shall respectively exercise his functions in subordination to the Director-general, within such limits as may be determined by the said Governor-general of India in Council. There shall be post-offices at such places throughout India, and in the Settlements subordinate thereto, as the Governor-

Postmasters or Deputy-Postmasters to be appointed.

Officers of the Post-office, by whom to be appointed.

vernor-general of India in Council shall from time to time direct, the duties of which shall be conducted by postmasters or deputy postmasters, who shall be subordinate to the Postmasters-general of their respective Presidencies. The Director-general, the Postmasters-general, and the postmasters at the Presidency towns shall be appointed by the Governor-general of India in Council, and the postmasters and deputy postmasters of provincial post-offices or divisions shall be appointed by the Postmasters-general, subject to the approval of the Director-general.

Existing officers to remain in office until otherwise directed.

Section IV. the same as Section III. of the present Rules.

IV. The existing Postmasters-general and postmasters, and all existing officers of the Post-office department, shall continue in office until removed, or otherwise directed, and shall act in their respective offices with the powers conferred by the Act, No.   , and by these Rules, in like manner as if they had been appointed specially under their provisions.

Receipt of letters, &c. for despatch by land or sea.

Section V. the same as Section IV. of present Rules; and in addition, it provides that letters, &c. are to be received at receiving-houses, letter-boxes, and by the district dawk.

V. Letters, papers and parcels shall be received at every post-office for despatch by land to every part of India or to Ceylon, and by sea to every part of the world with which there is a Post-office communication; the latter, unless superscribed for some particular ship, shall be sent by the first vessel that sails direct to the country towhich the letter is addressed, and if there be no vessel so proceeding direct to the place addressed, the letter shall be forwarded by such other route as shall appear to the postmaster to afford the means of most speedy and secure transmission. Letters and papers not exceeding 12 tolahs in weight shall also be received at every receiving-house or other place which the Postmaster-general may appoint. Letters, papers and parcels shall likewise be received for dispatch by post as above at every thanah or district dawk office.

Receipt of letters for foreign countries *viâ* Great Britain or Ireland.

Section VI.: Section V. of the present Rules.

VI. Letters, papers or parcels required to be transmitted, *viâ* Great Britain or Ireland, to foreign countries, must, unless the prepayment of postage from the United Kingdom to such countries be optional, be addressed to the care of an agent, or other person in the United Kingdom, by whom the foreign postage demandable at the London General or other Post-office, may be paid. Such postage cannot be received in this country, and unless it be paid through an agent as above described, the letters are liable to be returned to India.

Name of sender of any letter, &c. not to be demanded.

Section VII. There is no necessity to require the name of the sender of any letter, paper, or parcel, if the recovery of postage on refused be given up; and the power to do so, contained in the present Rules, is, particularly in the North-west Provinces, in the case of native letters, frequently abused.

VII. The name of the sender of any letter, paper or parcel, shall not be demanded in any Post-office, whether the postage be prepaid or not.

Letters to be received at any station for delivery at such station.

Section VIII. as in Section XI. of present Rules.

VIII. Letters, papers or parcels, shall be received at any Presidency or provincial post-office or receiving-house, for delivery at the same station, within the ordinary range of delivery.

Limitation as to weight of parcels.

Section IX. is explained in paragraph 330 of the Report, under the head of Banghy.

IX. Parcels exceeding 600 tolahs in weight may be received at the discretion of any officer in charge of a post-office, for despatch along any line of road on which the Banghy parcels are not carried by foot runners; but no parcel exceeding 2,000 tolahs in weight shall be received at any post-office for dispatch under any circumstances whatever.

App. (B.), No. 2.

Parcels received from seaward in excess of maximum weight, how to be treated.

Section X. is taken from Section XII. of the present Rules, the former part being omitted as not necessary.

X. Parcels received by post from seaward, exceeding the maximum weight which may be sent by Banghy post, shall be made over to the Collector of Customs, for publication in his lists of unclaimed packages.

Newspapers, &c. not to be detained for examination, but to be forwarded, marked "Doubtful."

Section XI. as in Section XIII. of the present Rules.

XI. Newspapers, or other printed or engraved papers, packed in open covers, or letters certified to be on the public service respecting any of which there is reason to believe that the provisions of the Post-office Act have been infringed, shall not be detained for examination at the Despatching-office, but shall be forwarded, marked "Doubtful." The postmaster receiving such letters, &c., by the mail, shall then be guided by Section XLII. of the Post-office Act. But, unless for the cause above specified, all Post-office authorities are prohibited from detaining, except under Section XXXI. of the Post-office Act, any letter, paper or packet received for delivery by post.

Letters, papers, and parcels to be weighed at Office of Despatch.

Section XII. taken from Section XIV. of the present Rules. We have restricted the obligation to mark the postage to cases in which the full postage has not been prepaid by stamps.

XII. All letters, newspapers or other papers and packets received for despatch by post, or banghy post, shall be weighed at the Post-office of Despatch, and shall be stamped with the office-stamp, and marked single, double, &c., as the case may be; and all letters, &c., the full postage on which has not been prepaid by stamps, shall have the postage to which they are severally liable marked on them. Service letters shall never be re-weighed prior to delivery, nor newspapers, except in case of suspicion. Banghy parcels shall in all cases be re-weighed on delivery. The re-weighing of private letters shall be at the discretion of the officer in charge.

Size of letters.

Section XIII. The natives of India are very fond of rolling up their letters to the smallest possible size, they being sometimes not larger than a quill in circumference. It is found very difficult to decipher the address in such cases, and neither the postage nor the office stamp can be affixed. It would also be impossible, were the practice continued, to put a stamped label on them. It is therefore necessary to fix what shall be the smallest size allowed by law.

XIII. No letter or paper will be received in any post-office, receiving house, or other place appointed for posting letters, the dimensions of which shall be less than three inches in length, by one in breadth; and any letter or paper, smaller than the prescribed size, which may be dropped into any letter box, or otherwise deposited in any post-office, will not be forwarded to its destination, but will be transferred to the Dead Letter-office.

Examination of Post-office records not permitted to the public.

Section XIV. as in Section XVI. of the present Rules.

XIV. Persons not belonging to the department shall not be admitted into the interior, nor permitted to examine the records of any post-office, without the special permission of the Post-master-general or postmaster, to whom applications for information or redress must be made, either in person or in writing, by the party requiring the same.

Hours of receipt at Presidency Post-offices.

Section XV. taken from Section XVII. of the present Rules. We have allowed newspapers as well as letters to be received up to 6 P.M., and both till 7 P.M. instead of only till 6½ P.M., on payment of a fee. The fee we consider should be credited to Government.

XV. At each Presidency Post-office banghy parcels will be received every day, Sundays excepted, for despatch, from 10 A.M. till 5 P.M., and newspapers and letters every day till 6 P.M., after which hours respectively they will be received till 7 P.M., on payment of an extra half-rupee each, which shall be credited to Government.

At Receiving-houses.

Section XVI. taken from Section XVIII. of the present Rules, with the addition, that at receiving-houses letters may be received at such other hours as may be determined by the Postmaster-general. This is intended to provide for circumstances peculiar to any Presidency town.

XVI. At receiving houses and places where there are letter-boxes, letters, papers and packets, not exceeding 12 tolahs in weight, will be received daily from 11 A.M. to 4 P.M., and at such other hours as may be determined by the Postmaster-general

XVII. At

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At Provincial Post-offices.

Section XVII. taken from Section XIX. of the present Rules. We have permitted newspapers as well as letters, as in the former case, to be received till 5 P.M. Any fee, in like manner, to be credited to Government.

XVII. At provincial post-offices, banghy parcels will be received for despatch, from 10 A.M. till 4 P.M., and letters and newspapers till 5 P.M., after which hours respectively they will be received till 5¾ P.M., on the sender paying an extra half rupee each, to be appropriated as provided in Clause XV.

Office-hours for reference.

Section XVIII. as in Section XX. of the present Rules.

XVIII. Although all post-offices will be open for receipt of letters, papers and parcels as above, official references shall be made to post-office authorities only between the hours of 11 and 5, Sundays excepted.

Delivery of letters, &c. at Presidency Post-offices.

Section XIX. as in Section XXI. of the present Rules.

XIX. At each Presidency Post-office there shall be two deliveries daily, the first delivery not to be later than 10 A.M., and the other at 3 P.M., at which hours respectively the peons shall quit the office with the letters, &c., entrusted to them. All letters, papers and parcels received from 3 P.M. till 9 A.M., shall be sent out at the first delivery; and all from 9 A.M. to 3 P.M. at the second delivery, and mails received after 3 P.M. shall not be opened till the following morning, except in case of public emergency, and of letters, papers or parcels received from seaward.

At provincial post-offices.

Section XX. as in Section XXII. of the present Rules.

XX. At provincial offices the delivery of letters, papers and parcels, must depend upon the hour of the arrival of the mails at each station, after which they shall be delivered with all possible despatch.

Immediate payment of postage required.

Section XXI. as in Section XXIII.

XXI. The delivering peons are prohibited from going out of their usual course to deliver letters, papers or parcels, and from delivering them without immediate payment of the exact amount of postage; and they are not bound to give change. Should they be subject to detention, they are not to deliver the letters, papers or parcels, but to return them in the evening to the Post-office for future delivery.

N.B.—Under the provisions of Section III. Act XXI, of 1835, copper coin is not a legal tender in payment of any demand, except for fractions of a rupee.

Complaints, how to be preferred.

Section XXII. as in Section XXIV.

XXII. Whatever postage is marked on a letter, paper or parcel, must be paid at once on delivery, after which any complaint of overcharge will be duly attended to. In all complaints of overcharge, or unnecessary delay in delivering letters, papers or parcels, the covers or envelopes, bearing the Post-office stamp, must be presented for inspection; and, as all Post-office peons wear a badge, regularly numbered, when any complaints are preferred against any individual, the number of the badge should be specified.

Despatch of mails from Presidency Post-offices.

Section XXIII. as in Section XXV.

XXIII. From each Presidency Post-office the mails shall be despatched daily at 8 P.M., and the banghies as soon as possible.

From provincial post-offices.

Section XXIV. This is taken from Section XXVI. of the present Rules. We have also provided for a second packet being made up in provincial post-offices, when the mail from the terminal station has not arrived at 6 P.M., and have fixed on 6 P.M. as the hour for finally closing the packets, for all mails to be despatched during the night.

XXIV. At provincial post-offices, the packets for all mails to be despatched in the course of the night shall be finally closed at 6 P.M.; but for mails which usually pass in the course of the day, the packets shall be made up half an hour before the expected arrival of such mails, which are in no case to be subjected to any detention. Notice of the hour at which such packet is closed shall be hung up outside the office both in English and in the language of the district, after which hour, letters, papers, or parcels received, shall not be forwarded till the following day, unless such mails should not arrive until after 6 P.M., in which case a second packet shall be made up.

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Letters, &c. damaged not to be received.

Section XXV. as in Section XXVII. of the present Rules.

XXV. The postmaster at any station, or person in charge of the office, shall have power to refuse letters, papers or parcels bearing the appearance of having been opened and re-closed, or otherwise improperly dealt with, unless the writer or sender thereof shall attest with his full signature that they were sent in that state.

Post-office not to receive valuables for despatch.

Section XXVI. as in Section XXVIII. of the present Rules.

XXVI. In order to protect as far as possible the public mails from the chance of robbery, officers in charge of post-offices shall not knowingly receive money, bullion, precious stones or jewels for despatch either by letter or banghy post.

Post-office not bound to give change.

Section XXVII. as in Section XXXI. of the present Rules.

XXVII. The servants at the several post-offices are not bound to give change to parties sending or receiving letters in any case.

Registered letters.

Section XXVIII. This is explained in paragraph 244 of our Report, under the head of General Management.

XXVIII. Letters will be registered on payment of a fee of four annas in addition to the postage; and parties posting such letters will be furnished with a receipt, bearing the address of the letter and the office stamp. The fee must in all cases be paid in money. On the delivery of a registered letter, a receipt for the same must be given to the delivery peon.

Receipts will not be given for letters, &c.

Section XXIX. This is explained in paragraphs 240 to 244 of our Report, under the head of General Management.

XXIX. Receipts will not be granted for any letters or papers received at any post-office for despatch, except in the case of registered letters; and will be granted for parcels only when presented ready written, either in books or on separate slips of paper along with the parcels. Receipts so presented will be duly stamped.

Notice to arriving vessels for disposal of packets.

Section XXX. the same as Section XXXV. of the present Rules.

XXX. On the arrival of any ship or vessel off any British Indian port, a printed notice under the signature of the postmaster of the port or station, shall be delivered to the commander by the first boat despatched to board the vessel, according to the requisition of which the commander shall proceed to dispose of such packets as he may have on board, as directed in Section 38 of the Post-office Act, a copy of which clause shall be communicated to the said commander.

Master attendant to notify intended departure of all vessels.

Section XXXI. as in Section XXXVII. of the present Rules.

Postmaster to publish weekly lists.

XXXI. The master-attendant of each Presidency port, or such other officer as may be directed by Government, shall furnish the postmaster with early intimation of the intended departure of all vessels to any part of the world; and the postmaster shall cause a list of the vessels for which packets are open to be published weekly in the official gazette of his own Presidency.

Postmaster to publish weekly notice of packets despatched.

Section XXXII. as in Section XXXVIII. of the present Rules.

XXXII. The postmaster shall also cause to be published weekly in the official gazette of the Presidency a notice of the several dates up to which packets have been despatched by each vessel carrying a mail that may have left the port.

Receipt of letters, &c. for despatch to places in India by sea.

Section XXXIII. as in Section XXXIX. of the present Rules.

XXXIII. Letters, papers or parcels to places on the coast, to which means of conveyance by *land* are provided, will be received for transmission by sea, at the usual rates of ship postage, if they are indorsed "Ship."

Harbour letters not to be charged ship postage.

Section XXXIV. as in Section XLII. of the present Rules.

XXXIV. Letters addressed to any person being or residing on board a ship in any British Indian port, will be delivered and charged as if addressed to residents on shore at such place; in like manner, letters may be despatched by such persons from on board ship without being charged with ship postage, provided they be certified by the sender to be "Harbour letters."

XXXV. All

Public despatches to be compactly made up.

Section XXXV. as in Section XLIV. of the present Rules.

XXXV. All public despatches are to be made up in the most compact form possible; and whenever two or more letters are despatched from any one office to the same individual, by the same day's post, they are to be put up under one cover, provided they do not in the aggregate exceed 12 tolahs weight.

When bulk of mails exceed regulated weight, how to be disposed of.

Section XXXVI. taken from Section XLV.

XXXVI. When the number of covers received at any post-office shall cause the weight of the mail to exceed the regulated weight, the postmaster is authorised to keep back a portion of the heavier public despatches, and imported newspapers, till the following day; but private letters, and public letters marked "Despatch," shall not be kept back.

Expresses.

Section XXXVII. as in Section XLVI. of the present Rules.

XXXVII. Despatches to be transmitted by express must bear on the face of them the words "By express," and the signature in full of the officer sending them.

Public officers to employ them sparingly, under a penalty.

Section XXXVIII. as in Section XLVII.

XXXVIII. As the employment of expresses interferes with the celerity and regularity of the ordinary mails, and is attended with expense, public officers are enjoined to employ them as sparingly as possible; and any public officer despatching an express, when the exigency of the public service does not, in the opinion of the authority to whom he is subordinate, require it, will be held answerable for the expenses attending that method of transmission. Public expresses from a Presidency Post-office can be ordered only through a Secretary to Government.

Expresses for private persons.

Section XXXIX. as in Section XLVIII.

XXXIX. Expresses may be employed by private individuals at the discretion of the postmaster applied to, on a payment being made at the rate of four annas per mile in advance.

Commanding officers may receive letters for their own regiments.

Section XL. taken from Section L. of the present Rules.

XL. Letters directed to native officers, or men of their regiments or detachments, may be delivered to an orderly, or any other fit person, who shall be deputed by the officer commanding the regiment or detachment to receive the same; but letters on which postage may be due shall not be delivered to such person, unless the postage be first paid.

Letters addressed to public officers on private affairs to be prepaid by stamps.

Section XLI. taken from Section LIX. of the present Rules.

XLI. Letters which individuals address on their private affairs to any Government officers must be sent prepaid by stamps; and this rule is to be understood to include letters transmitting bills of exchange, promissory notes, receipts, Government securities, &c., to the Accountant-general, Government agent, or any other public officer. When public officers write letters on such subjects to individuals, they shall subscribe on the envelopes, with their official signatures, the words "Bearing postage."

Postage on letters on public service to be charged to the department to which officers signing them belong.

Section XLII. is explained in paragraphs 204 to 207 of our Report, under the head of Franking.

XLII. The postage on letters and parcels sent on the public service, by the public officers mentioned in the subjoined lists, shall be charged to the departments to which they severally belong; such letters must be addressed according to the subjoined form:—

Form of address.

MILITARY SERVICE.

The Officer Commanding
1st Regt. Lt. Cavalry,
CAWNPORE.

JOHN SMITH,
Adjt. Genl.

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the signature and designation of the officer signing the same in token of its being on the public service, being written in full.

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LIST, No. I.

Parties authorised to send by Post all Letters, Packets, and Parcels, *bonâ fide* on the Public Service, relating to the business of their respective Offices, without actual Payment of Postage.

Civil.

Her Majesty's Principal Secretaries of State.
President and Secretaries of the Board of Control.
Chairman and Deputy Chairman of the East India Company.
Secretary, Deputy Secretary, and Assistant Secretary at the India House.
The Governor-general.
The Governors of Bengal, Madras, and Bombay.
The Lieutenant-governor of the North-west Provinces.
Accountant-general or Deputy Accountant-general.
Accountant.
Agents, Political, or to the Governor-general.
Civil Auditor.
Collectors and Deputy Collectors of Customs.
Conservator of Forests, Bombay.
Collectors.
„ Sub, Deputy, or Assistant, having special charge.
Commissioners of Mysore and Scinde, their Secretary and Assistant.
Governor of the Straits Settlements.
Judges of the Sudder Courts, when on Circuit, or Deputation only.
Judges, Sessions and Zillah.
Judges, Subordinate, and Assistant having special charge.
Magistrates.
„ Joint, Deputy, and Assistant, having special charge.
Members of Boards and Commissions, when on Circuit or Deputation only.
Mint Masters.
Opium Agents and Deputies.
Postmaster-general.
Postmasters.
Private Secretary to Governor-general or to Governor of any Presidency, or to Lieutenant-governor of the North-west Provinces.
Registers of Sudder Courts.
Residents at Foreign Courts.
Resident Councillors in the Straits Settlements.
Remembrancer of Legal Affairs.
Salt Agents.
Secretaries to Government.
„ Under, Deputy and Assistant.
„ to all Boards, Commissions and Committees appointed by Government.
Sub-Treasurer.
Superintendent or Chief Magistrate of Police.
„ of the Government Lithographic Press.
„ Stamps.
„ Stationery.
„ for Suppression of Thuggee, and Assistants having special charge.

Marine.

Commander-in-Chief of Her Majesty's Naval Forces.
„ in the Indian Navy.
Secretary to Her Majesty's Naval Commander-in-Chief.
„ to the Marine Board.
Superintendent of Marine.

Ecclesiastical.

Bishops of Calcutta, Madras and Bombay.

Military.

Commander-in-Chief of the Army in India.
„ „ at Madras and Bombay.
Adjutants-general, Assistants and Deputy Assistants.
Agents for Army Clothing.
Auditor-general.
Brigadiers.
Commandants of Forces, or Stations.
Commanding Officers of Corps or Detachments.
Commissary-general, and Deputy.
Commissariat, Senior Executive Officer at the Presidency or at Out Stations.
Commissaries of Ordnance and Deputies, being Commissioned Officers.
Director of Artillery Depôt of Instruction.
Engineers, Chief.
„ Civil or Executive.
„ Superintending.
Fort or Town Major.
General Officers on the Staff.
Judge Advocate-generals, and Deputies of Divisions.
Paymasters and Deputy Paymasters.
Quartermasters-general, Deputies, Assistants and Deputy Assistants.
Secretary, Military, to Governor-general or Governor.
„ „ to Commander-in-Chief.
„ „ to all Boards, Commissions, and Committees appointed by Government.
Superintendent of Canals and Bridges.
„ Family Payments and Pensions.
„ Gun Carriages.
„ Gunpowder.
„ Roads.
„ Trigonometrical and other Surveys.
„ Stud.
Surveyor-general, Deputy and Commissioned Assistants.

Medical.

Apothecary to the Company, or Medical Storekeeper.
Inspector, and Deputy Inspector-general of Her Majesty's Hospitals.
Superintending or Staff Surgeon.

LIST, No. II.

PARTIES authorised to send LETTERS and OFFICIAL GAZETTES *bonâ fide* on the Public Service relating to the Business of their respective Departments without actual Payment of Postage, but only to the Authorities hereinafter named.

Archdeacon - - - To the Register and Clergy of the Diocese.
Chaplains at Out Stations - - - To Archdeacon or Registrar.

Garrison Surgeons and Medical Officers attached to Regiments, Stations or Depôts - - - To Superintending Surgeons of their several Divisions.

Master Attendant, Calcutta - - - To Authorities at Diamond Harbour, Kedgeree, and stations down the river.

Controller of Government Steam Vessels - - - To the same, and to Steam Agents.

Subordinate, Judicial, Revenue, Police, Engineer, and other Civil Officers - - - To the authorities with whom they may have to correspond on public service within their respective districts.

Patrolling Officers of Customs - - - To their immediate superior, or to the nearest Magistrate.

Revenue and other Surveyors - - - To Surveyor-general, Deputy Surveyor-general, Collector of the District, or Paymaster of the Division.

Steam Agents - - - To the Controller of Government Steamers, and to each other (their communications being sent in covers open at each end).

Principal Sudder Ameens and Sudder Ameens - - - Within their respective districts, and to their immediate superior.

Superintendent of Salt Chowkies - - - The same.

Superintendent of Government Gazette Press - - - Official gazettes to public officers authorised to receive the same.

Assistants in the Telegraph Department - - - To their immediate superior.

Vaccinators - - - To the same.

Warrant and Non-commissioned Officers of the Commissariat Department in charge of public cattle, when absent from stations only - - - To their immediate superior, or to the Quartermaster-general, or Assistant or Deputy-assistant Quartermaster-general.

Warrant and Non-commissioned Officers of the Ordnance Department in charge of Stores when absent from stations only - - - To their immediate superior, or to the Secretary to the Military Board.

Warrant and Non-commissioned Officers of the Department of Public Works, when detached on such works - - - To their immediate superior.

Commanders of Government Steamers, and Pilots - - - To the Commander-in-Chief of the Indian Navy, Master Attendant or Secretary to the Marine Board. This privilege extends only to shipping reports superscribed as such, and sent either open, or in covers open at both ends.

Tidewaiters - - - To Collector of Customs. This privilege extends only to Tidewaiters' Reports, superscribed as such.

N.B.—The privilege of sending letters by post, without actual payment of postage, extends only to letters on the public service; and all public officers are prohibited from sending on service letters relating to the private concerns of individuals, though they may be in reply to communications addressed to them in their official capacity. Such letters must either be prepaid by stamps, or sent bearing postage.

All periodical returns and reports, and all letters not of an important or confidential nature, are to be packed in covers open at each end.

Letters on the public service, not intended to be permanently retained on record, are to be written on paper of the smallest size (not being less than a quarter of a sheet of foolscap), compatible with clear and legible writing.

All letters, &c. received for despatch to be marked with the appropriate office stamp, and with the amount of postage.

Section XLIII. as in Section I. of the pre-

XLIII. All letters, papers and packets whatever (save and except ship and steam letters received from seaward hereafter specially provided for) received at any post-office in India for despatch by post, whether paid, stamped or liable to postage as

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sent Rules for using Post-office stamps, except that the same stamp may be used on a newspaper, or a banghy parcel as on a letter.

as the case may be, are to be marked with the appropriate stamp, bearing the name of such office of despatch; and when slide stamps, shewing the date of the month and year, are not provided, the said date must be entered in writing across the middle of the face of the stamp. If the letter or packet received for despatch be post-paid or bearing postage, the amount of postage so paid or due must be entered in writing on the face of the stamp, after the word "Paid" or "Bearing," as the case may be.

All letters, &c. received for delivery to be stamped; but the postage, unless undercharged, not to be marked.

Section XLIV. as in Section II. of the present Stamping Rules, with the same exception as above.

XLIV. All letters, papers and packets whatever received at any post-office by post, for delivery at such office, are in like manner to be stamped with the appropriate office-stamp, and marked with the date of the month and year; but the amount of postage paid or due is not to be entered on the stamp of delivery, unless the letter has been undercharged with postage at the Despatching-office.

Stamp for letters, &c. on public service.

Section XLV. as in Section III. of the above Rules, with the same exception, and also that the word "Service" is substituted for "Free" in the stamp.

XLV. The stamp for all service letters, papers, or packets, is an oval, one and a half inch long by one inch wide, bearing the name of the office, and the word "Service," and must be stamped red.

Stamp for all letters, &c. prepaid by stamped labels or money.

Section XLVI. the same as Section IV. of the Rules above alluded to, with the like exception.

XLVI. The stamp for all letters, papers, or packets, on which the postage has been paid either in money or stamps, is an oblong, one and a half inch long by one inch wide, bearing the name of the office and the word "Paid," and must also be stamped red.

Stamp for all unpaid letters, &c.

Section XLVII. the same as Section V., with the like exception.

XLVII. The stamp for all letters, papers, or packets, on which postage has not been paid in advance, is an oblong, one and a half inch long by one inch wide, bearing the name of the office and the word "Bearing," and must be stamped black.

Obliterating stamp.

Section XLVIII. provides for the obliterating stamp to be used in defacing the stamped label affixed to letters, &c. posted at any office for despatch.

XLVIII. All postage stamps on letters, papers, or parcels, must be carefully obliterated with the stamp furnished for that object; and the black composition supplied for the purpose must be used in all cases. Letters bearing stamps which have been previously obliterated or defaced, must be treated as unpaid letters.

Postmaster not himself to affix a stamp on letters, &c.

Section XLIX. is founded on the practice of the English office, and has been explained in paragraph 144 of our Report, under the head of Stamps.

XLIX. No postmaster is allowed himself to affix a postage stamp to a letter brought unstamped to his office.

Forward letters, &c. to be stamped and marked with additional postage.

Section L. as in Section VI. of the Stamping Rules above referred to.

L. Forward letters, papers, or packets, *i.e.* those which follow a party addressed from station to station, are to be stamped at each office of fresh despatch, and marked with the additional postage due on such fresh despatch.

Exact weight of banghy parcels to be marked.

Section LI. the same as the latter parts of Section VII. of the Rules above referred to. We have omitted as unnecessary the former part, which requires, when a letter exceeds in weight a single tolah, that its weight, double, treble, &c., must be entered in writing on the face of it.

LI. On banghy parcels the exact weight must in all cases be entered in writing on the face thereof.

Service letters, &c. received from seaward, how to be stamped.

Section LII. as in Section VIII., except that "Free" letters have been omitted.

LII. All service letters, papers, or packets, received from seaward at any post-office, are to be stamped with the ship letter service stamp. This stamp is circular, 1½ inch in diameter, bearing the

the name of the office, the date of the month and year, and the words "Ship letter service," and must be stamped red.

Other letters, &c., how to be stamped.

Sections LIII. and LIV. as in Section IX. of the present Stamping Rules, an additional rule being added for paid covers.

LIII. All unpaid letters, papers, or packets, received from seaward at any post-office, are to be stamped, if not liable to British packet postage, with the ship letter bearing stamp, and if so liable, with the steam letter bearing stamp. The former is a square stamp, 1½ inch in diameter, bearing the name of the office, the date of the month and year, and the words "Ship letter bearing." The latter is an octagonal stamp of similar dimensions, but with the words "Steam letter bearing." Both these stamps must be stamped black.

LIV. All paid letters, papers, or packets, received from seaward, at any post-office, are to be stamped, if not liable to British packet postage, with the ship letter paid stamp, and if so liable, with the steam letter paid stamp. The former is a square stamp, 1½ inch in diameter, bearing the name of the office, the date of the month and year, and the words "Ship letter paid." The latter is an octagonal stamp of similar dimensions, but with the words "Steam letter paid." Both these stamps must be stamped red.

At Presidency Post-offices, letters, &c. to be stamped A.M. or P.M., according to time of delivery.

Section LV. as in Section XI. of the same Rules.

LV. At Presidency Post-offices all letters, papers or packets to be delivered at the morning delivery are to be marked with the A.M. stamp, and those at the afternoon delivery with the P.M. stamp.

THE following SECTIONS of the old Rules have been omitted from the DRAFT RULES which we have prepared.

Section VI. Unnecessary, as the Act provides for the manner in which ship postage is to be levied.

Section X. Postage on letters and newspapers, if subject to an uniform rate, will be charged without reference to distance; we have provided in the Act for proper polymetrical tables being prepared for banghy parcels, and also for newspapers, if subject to rates of postage varying with distance.

Section XV. We propose to recover deficient postage from the addressee, and not from the Post-office clerk; for if letters are received, as we propose, by means of letter boxes, the rule would be inapplicable. It is, moreover, productive of great delay, and is contrary to the practice of the English Post-office.

Section XXX. Provided for in the Act; and explained in paragraph 271 of our Report, under the head of General Management

Section XXXIII. Re-directed letters are provided for in the Draft Act. We have explained in paragraphs 266 to 272 of our Report, under the head of General Management, how we propose to treat them. It did not seem necessary to invite parties to throw the trouble of re-directing their letters on the Post-office; more particularly as the practice of doing so is represented to give rise to delay in disposing of the business of the department.

Section XXXIV. This has been provided for in Section XXIV. of the Draft Act, and is therefore unnecessary.

Section XXXVI. There seemed no occasion to provide for this by a special rule.

Section XL. As we propose to do away with the present system of giving receipts, except in the case of registered letters, this section is unnecessary.

Section XLI. Under the rules we have proposed, such letters will be sent for disposal to the Dead Letter-office.

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Section XLIII. As we propose doing away with the privilege at present given to imported newspapers, this section is unnecessary.

Section XLIX. This has been transferred as far as considered necessary to the Draft Post-office Act.

Sections LI., LII., LIII., LIV., and LV. As we propose to do away with privileges given to soldiers', sepoys' and sailors' letters at present, these sections are unnecessary, as has been explained in paragraphs 179 to 191 of our Report under the head of Franking.

Section LVI. This is not necessary, as has been explained in paragraph 203 of our Report, under the head of Franking.

Sections LVII. and LVIII. Franking being abolished, these are not required.

Section LX. We propose giving to the Superintendents of the Government Printing Presses the power of sending official gazettes to parties authorised by Government to receive them, without actual payment of postage; this section is therefore not required.

Sections LXI. and LXXII. Franking being abolished, these are not required.

Cecil Beadon,
Commissioner.

Appendix (C.), No. 1.

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GENERAL MANAGEMENT of the POST-OFFICE in the BENGAL PRESIDENCY.

Postmaster-general of the Lower Provinces.
Deputy Postmaster-general.

1. THE Postmaster-general of the Lower Provinces, in addition to the controlling functions which devolve upon him as the head of the department, undertakes also the direct management of the Calcutta General Post-office. A portion of the Postmaster-general's duties, properly so called, are made over to the Deputy Postmaster-general, who also performs some part of the duties of the Calcutta General Post-office.

Their duties.
See Enclosure (A.)

2. Mr. Tayler states, "There are certain duties specially made over to the Deputy Postmaster-general by an order, No. 2, dated 26th January 1847. The rest are discharged by me. Generally speaking, the Deputy Postmaster-general corresponds with the Mofussil postmasters and the public, in matters not involving a general question of principle; and on all matters connected with the Dâwk Bearer Department. He also has the control, under me, of the establishment of the General Post-office. Letters addressed to me on subjects of which the Deputy Postmaster-general is competent to dispose, I generally make over to him for disposal, but occasionally answer them myself. The Deputy Postmaster-general does not transact any business, but that which has been specially assigned to him. By a subsequent order, No. 5, dated the 23rd August 1847, the Deputy Postmaster-general is authorised to open all service letters addressed to me, and to make over to the Register, to be laid before me, such of them as he does not consider himself competent to dispose of. Whenever any new special duty is made over to the Deputy Postmaster-general, an order to that effect is entered in my order-book. The letters intended for me are docketted by the Register, and submitted daily for my orders. I pass my orders upon them, and they are returned to the office. Drafts are then prepared, and submitted for my approval. On all important matters, requiring more than an ordinary or usual reply, I draft my own letters. All other drafts are prepared by the Register, in conformity with distinct orders written by myself on the back of the letter to be answered. Every day on coming to office I receive from the Superintendent, Mr. Botellho, a report of the time of the arrival of the principal mails, and of anything of importance that may have occurred since the previous day; and I pass such orders upon the Superintendent's report as I think necessary. After this I dispose of the correspondence of the previous day's second delivery, and of that of the current day's first delivery, in the manner above stated. Every Monday the Superintendent lays before me a time-book of all the lines of road prepared from the daily telegraphs, upon which I pass orders in like manner. The details of my correspondence may be seen by a reference to the books in the office. All letters written are copied in a book, and all letters received are entered in a diary, and, when disposed of, they are filed according to their date, and bound up.

See Enclosure (A.)

3. On being asked what control he exercised over the Deputy Postmaster-general's proceedings, Mr. Tayler replied:

"I occasionally

"I occasionally inspect his correspondence which is recorded in the office, and when parties appeal against his orders, I investigate their complaints myself. As the Deputy Postmaster-general's office is a branch of, or rather, in fact, the same as my own, there is no necessity for requiring from him any periodical reports, or statements, of the manner in which his specific duties are performed, and it would for many reasons be inconvenient and unadvisable to do so. The whole of his correspondence is always open to my inspection, and mine to his; and nothing can occur in the office of any consequence without my knowing it. The mode in which I exercise control over his proceedings, chiefly in the management of the office, and the local duties of Calcutta, is shown by the entries in my order-book, such, for instance, as No. 75, dated the 14th April 1848; No. 114, dated the 8th September 1849; and No. 111, dated the 18th August 1849. When the Deputy Postmaster-general has any doubt as to the mode in which he ought to dispose of matters within his cognizance, he submits them with an official memorandum for my disposal. We also hold frequent verbal communications. In order to maintain the authority of the Deputy Postmaster-general in the office, I have generally made it a rule on the occurrence of a vacancy, to desire him to make arrangements for filling it up, subject always to my sanction and approval."

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See Enclosure (A.)

4. On being asked if there was any separation between the office of Postmaster-general and that of postmaster of Calcutta, Mr. Tayler replied:

"No, there is no such distinction. I am postmaster of Calcutta in my capacity of Postmaster-general, and the Deputy Postmaster-general is also deputy postmaster of Calcutta. There is no separate office, either of correspondence or records. The Deputy Postmaster-general's duties embrace the details of the Calcutta Post-office, but are not by any means confined to that. The details of the Calcutta Post-office are specially made over to him, under instructions from the Government, but subject to my control. So far from there being any separation of the Calcutta from the General Post-office, I frequently take up individual cases connected with Calcutta, and dispose of them myself; and exercise an active interference in the details of the office, such as I should not do if the Calcutta office were a separate one from mine.

"The entire superintendence and control of the transit throughout the country is my especial province; and all the duties arising out of it are performed entirely by me. All contracts for the conveyance of the mails and banghies, all modifications of establishments, all alterations of routes, opening of new lines, the establishment of new post-offices, require my consideration and approval before they can take effect, or be submitted for the sanction of Government. I also receive from the postmasters reports on the state of the roads and ferries, and on all other matters in any way affecting the transit of the dawks. The removal and appointment of postmasters rest with me, subject to the sanction of Government, and I confirm the nomination of dawk moonshees, submitted by the postmasters; abstaining as much as possible from interfering with the arrangements of the local authorities in this respect. There is a great variety of business arising out of my relations with the district postmasters, the Government and the public, which I have to discharge, but which I need not enumerate. The daily cash accounts of the General Post-office are submitted at the close of every day for my examination and signature. Payments are made on the warrants both of the Deputy Postmaster-general and myself, but I compare all the vouchers with the entries in the cash account before signing it."

5. Mr. Bennett, the Deputy Postmaster-general, makes the following statement:

"The duties made over to me as Deputy Postmaster-general are detailed in the Postmaster-general's order, No. 2, dated 26th January 1847, and in the subsequent orders referred to by Mr. Tayler. I receive and open all letters sent by dawk to the General Post-office, and all that are brought to me from persons in Calcutta. Letters by dawk addressed to me are entered in my register of letters received, and those addressed to the Postmaster-general are entered in his register. If any of the letters addressed to me appear to me to be on subjects which I have not authority to dispose of, I transfer them to the Postmaster-general by an order in my register book. In like manner the Postmaster-general transfers to me such of the letters entered in his register book as he wishes me to dispose of. He does not always send me letters connected with the duties specially made over to me, but occasionally disposes of them himself. There is a separate register book of letters received from public offices in Calcutta, all of which are disposed of by the Postmaster-general. A large number of letters are addressed daily to the office by private parties, sometimes to the Postmaster-general, and sometimes to me. These are entered in a separate book, and are disposed of either by the Postmaster-general or by me. There are also numerous written applications sent daily on trifling matters, which I dispose of summarily, without reference to the Postmaster-general, and without keeping any record of them."

See Enclosure (A.)

6. On being asked if he considered himself as primarily responsible for the management of the details of the Calcutta Post-office, he replied:

"No, I do not. When I was first appointed Deputy Postmaster-general, I was under the impression that I was to have independent charge of the Calcutta Post-office as postmaster of Calcutta, and I continued to act under that impression for several months; but in September 1847, I learned that I was not understood to have a separate capacity as postmaster of Calcutta, but that I was the Postmaster-general's Assistant in that as in all other departments of the General Post-office. I derived my first impression of my duties from the terms in which my letter of appointment from Government was framed. It was there stated

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stated that in consequence of my appointment, the Postmaster-general would be able to relieve himself of details, and devote his attention to the general management of the department.

"Everything connected with the working of the office, such as the arrival and despatch of the mails and banghies, the attendance of the different officers, the receipt and delivery of letters, &c., I primarily take cognizance of, and dispose of; but all matters of importance I refer to the Postmaster-general. With the accountant and treasurer's departments I have nothing to do. All matters connected with the delivery of letters in Calcutta, the postage accounts of the peons, and the accounts of the agency houses, are exclusively looked after by me, subject to a reference, if necessary, to the Postmaster-general. The dawk bearer department is also under me, and all papers connected with that department go out under my signature. I also receive numerous letters from the postmasters in the Mofussil, and from private individuals, on all kinds of miscellaneous subjects, which, unless they involve some general question of importance I dispose of without reference to the Postmaster-general. Inquiries into cases of robbery of the mail have been for the most part entrusted to me. The superintendence of the disposal of dead letters has also been specially assigned to me."

7. When the Postmaster-general proceeds into the interior on duty, the Deputy Postmaster-general assumes charge of the Calcutta Post-office, and also continues to perform a portion of the Postmaster-general's duties at the Presidency.

Superintendent.

8. Subordinate to the Postmaster-general and Deputy Postmaster-general is a superintendent, whose attention is also divided between the general business of the department, and the details of the Calcutta Post-office. His duties are defined in the following extract from a book prepared some time ago for the use of the Postmaster-general, and other duties have since been made over to him.

"The superintendent receives orders for posting dawks, revises instructions sent to Postmasters on the road where bearers are required, examines and countersigns bills of dawk contractors and other charges of a contingent nature; checks the rate of travelling of mail as per transit telegraphs; superintends the working of all the departments as far as is practicable; assists in the disposal of export and import steamer mails; furnishes reports and inquiries on various subjects connected with current duties of the Postmaster-general and Deputy Postmaster-general; assists them in drafting letters; and, besides looking after various details of the office, has charge of the stationery, and keeps the account of expenditure."

Postmaster-general, North-west Provinces.

9. The Postmaster-general of the North-west Provinces is engaged exclusively in the general superintendence of the department, and has no duties in immediate connexion with any post-office.

Calcutta General Post-office, how arranged.

10. The business of the Calcutta General Post-office is divided into the following departments:

1 Correspondence.
2. Account.
3. Cash.
4. Inland Letter Mail Receipt.
5. Inland Letter Mail Despatch.
6. Ship and Steam.
7. Dead Letter.
8. Banghy.
9. Dawk Bearer.
10. Time Check.
11. Record.

Correspondence department.

11. The duties of this department are conducted by a register and nine clerks, who attend office every day at 10 A.M., and are engaged until 4 P.M., on the usual duties connected with the correspondence of the Postmaster and Deputy Postmaster-general. Four of the junior clerks in this department are employed from 4 P.M. until 8 P.M., as examiners and despatchers in the letter mail despatch department. It does not appear necessary to enter more particularly into the details of this department.

Account department.

12. The duties of this department are conducted by an accountant and seven clerks who attend office at 10 A.M., and six of whom are employed from 5 P.M. as examiners and despatchers in the letter mail despatch department. The business of the accountant is to examine and check the accounts of the office, and to draft some of the letters connected with them. He has to see that all receipts are duly brought to credit, and that the entries in the cash-keeper's books correspond with the statements of postage furnished to him from other departments of the office. The General Post-office has nothing to do with the accounts of the Mofussil offices, beyond the audit of contingent bills and the preparation of a register of receipts and disbursements from memorandums furnished by local postmasters.

Postage on paid letters, &c.

13. The receipts from postage on letters, newspapers and parcels posted at the General Post-office are accounted for daily by the receivers and compared with the lists of unpaid letters, &c., despatched, which are furnished daily to the office accountant from the inland, ship and banghy departments. The receipts are then entered in a check-book which shows all the actual receipts of the office under different heads, and which, after being attested by the office accountant and treasurer, is signed daily by the Postmaster-general or his deputy.

14. All postage collected in the inland department on letters, &c. despatched, is entered in the check-book under the heads of postage on country letters and newspapers, without distinction of inland, ship, and steam postage, though all ship and steam letters, &c., sent *viâ* Bombay, are posted in this department.

15. In

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15. In like manner all postage collected in the ship and steam department is entered in the check-book under the general head of "Ship Postage," without distinction, though it includes steam postage on packets sent by the Peninsular and Oriental Company's steamers, as well as inland postage on steam letters sent by the after-packet to Kedgeree, and on ship letters sent *viâ* any port in India, except Bombay.

16. The postage collected on paid banghy parcels posted at the General Post-office is entered in the check-book under the head of "Banghy," and all express postage (except the postage on letters sent by the overland express *viâ* Bombay, which is included in the postage on country letters) under that of "Express."

Postage on unpaid letters, &c.

17. The postage due on unpaid letters received at the General Post-office is entered in lists which are prepared daily in the inland, ship and steam, and banghy departments, and transferred by the office accountant to an abstract book of bearing postage. For the whole amount of this the delivery peons are held accountable. The amount realised by the peons is entered daily in the check-book, and in the daily cash-book kept by the treasurer, under the heads of "Country and Foreign Letters," and of "Banghy;" but without distinction of ship, inland and steam postage.

Memorandum of steam postage.

18. At the end of every month the office accountant is furnished by the ship and steam department with a memorandum showing the amount of steam postage *realised* on letters despatched from the General Post-office, and *due* on unpaid letters received at the General Post-office, distinguishing between those intended for delivery in Calcutta and those forwarded to other stations. The memorandum also distinguishes the different kinds of steam letters, according to their destination or the place from whence they came, and whether the steam postage on them is payable direct to Her Majesty's Government or through the Bombay Post-office.

Incorrect method of bringing postage to account.

19. In making up the monthly cash account of the General Post-office, the office accountant deducts the aggregate amount of steam postage *realised* on paid letters dispatched, from the aggregate amount of postage received during the month on inland letters despatched, and enters it under the appropriate heads of "Steam Postage payable to Her Majesty's Government" and "Bombay and Madras Presidencies." The remainder appears in the cash account under the head of postage on inland letters; and the whole of the postage realised in the ship and steam department on paid letters despatched during the month is entered in the monthly cash account under the head of ship postage.

20. Thus, though the aggregate amount of postage credited in the monthly cash account as received on paid letters sent from the General Post-office is correct, yet the details are manifestly erroneous; because, though the greater portion of the steam postage is received in the ship and steam department, the whole is deducted from the actual receipts of the inland department; and hence a much larger amount is credited in the accounts as ship postage, and a much smaller amount as inland postage, than is realised severally from those two sources. Moreover, the inland postage includes all ship postage on ship letters sent and received *viâ* Bombay, and the ship postage includes inland postage on all ship letters sent and received *viâ* any other port in India.

21. In regard to bearing postage, the case is the same, with this further anomaly that the amount entered under each head in the monthly cash account is not the amount actually *realised*, but the amount *due*; the difference, or uncollected portion of the bearing postage, being held in inefficient balance without reference to whether it is due on steam, ship, or inland letters, or on banghy parcels. But as the postage on banghy parcels, and the steam postage is much less in amount than the inland postage on letters, it is always assumed, though incorrectly, that the former has been all collected and that the balance outstanding is on account of inland postage only. Statements of bearing postage due on letters received each day in the inland and ship departments of the General Post-office are furnished daily to the office accountant and entered by him in the abstract of daily postage. The delivery peons have to account in the gross for the aggregate of these sums. The peons keep no separate account of banghy, inland, ship and steam postage, so that it is impossible to say, without detailed examination each day of the letters remaining in their hands, how much of these collections should be credited under one head, and how much under another, or of what description of postage the outstanding balance consists. In the daily cash account kept by the treasurer, and in the check-book, the actual realisations only are credited. The difference is explained in a memorandum at the foot of the monthly cash account which is furnished to the accountant to the Government of Bengal.

Postage on letters, &c. taken at the receiving-houses.

22. The letters taken at the receiving-houses in Calcutta are sent daily to the General Post-office, with a list showing the number of paid, unpaid and service, and the postage realised on paid letters. The amount is entered in the check book, and the money paid into the Treasury.

All postage accounted for at the General Post-office.

23. There is no reason to believe that any portion of the postage received at the General Post-office on paid letters despatched is not accounted for. It is possible that a receiver might contrive either to suppress a paid letter, or to stamp it as unpaid for the purpose of retaining the postage; but as the receivers are in a room where many other officers of the department also sit, and can be seen by the parties who come to the window to post their letters, it would be difficult and hazardous to do so. No receiver has ever been suspected of such conduct, nor is it surmised that any paid letter posted at the General Post-office has

 ever

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ever been suppressed or charged with bearing postage. This, however, is not the case with the town receivers, who sit alone in the receiving houses or huts during the whole time they are open, and have nothing to deter them from such practices; but their own sense of honesty, and the fear that those to whom receipts have been given, may discover the loss or mischarge of their letters, and complain.

24. It is scarcely possible that any part of the postage due on unpaid letters received at the General Post-office can fail to be accounted for, because an account of what is due on the letters of each day is taken by an officer called the "bearing moonshee" at the time that the packets are opened; and the aggregate of the postage due on the letters entrusted to each delivery peon, is compared with the moonshee's account, and must agree with it before any of the peons are permitted to leave the office.

Cash department.

25. In this department there are a treasurer, two clerks and a podar. Their business is to receive all money paid into the General Post-office, and to make disbursements under the warrant of the Postmaster-general or his deputy. A daily cash account is prepared by the treasurer, which, after being verified in the department of account, is signed by the Postmaster-general. The treasurer gives security to the amount of *Rs.* 30,000, and is responsible to the Postmaster-general for his subordinates, and for all the receivers, both at the General Post-office and at the town receiving-houses.

Inland letter mail receipt department, method of business.

26. In this department there are employed a manager and 15 clerks, all of whom assist in the evening at the time of despatching the mails. The mode in which the business of the department was conducted previous to the abolition of the system of detailed registry, has already been described in my letter to the Government of Bengal, No. 258, dated the 9th October 1850, paragraphs 23 to 28. It has since been somewhat modified. After the mail packets have been opened, the forward letters separated, and the paid and service letters stamped by the office peon, each chellan with its contents is placed on the registering table. A checkman then weighs the bearing letters to see that they are sufficiently charged, writes the name of the despatching office in Bengali on the back of each letter, and makes the whole over to the registering clerk. The registering clerk then compares the contents of each packet with the chellan, and enters them in an abstract register, showing the name of the despatching officer, the number and weight of the letters, and the postage on unpaid letters received from each office. The paid and service letters are then sent to the delivery table, and the unpaid letters made over to the "Bearing moonshee." The bearing moonshee takes an account of the number of letters from each place (classing them under single, double, &c.), and of the postage due upon them; and, after comparing the amount with the entry in the register, makes them over to another checkman, by whom they are stamped with the office and A.M. or P.M. stamp, and sent to the delivery table. Letters which have been specially registered on payment of a fee, are put aside in the first instance by the mail opener, entered in a separate book, and made over to the peons for delivery, after all the other letters have been distributed.

27. At the delivery table a daily book is kept by the delivery clerk, in which is entered the name of each station, and the number of paid, unpaid, and service letters sent from thence, delivered to each jummawallah peon. The nine jummawallah peons of the day, and the rest of the 48 peons, keep detailed lists of the letters made over to them in the manner formerly described. All letters delivered from the General Post-office must pass through the peon's hands, and appear in their books. Delivery of letters direct from the Post-office is prohibited. The process of preparing the mails for the morning delivery occupies from 4 A.M. to 10 A.M.

Delivery department.

28. The strength of the delivery department of the General Post-office consists of four inspectors and 48 peons. The peons wear badges numbered from 1 to 48, and are known by their numbers. The authorised pay of the head inspector is *Rs.* 27 a month, and of the others *Rs.* 22 each; but by an arrangement sanctioned by the Postmaster-general, the head inspector draws an additional monthly sum of *Rs.* 20 (authorised by Government for the entertainment of two coachmen to drive the accelerators), and the other three receive *Rs.* 24, *Rs.* 23, and *Rs.* 21 a month respectively, two rupees being deducted from the salaries of two delivering peons to make up the difference. Forty-six of the peons receive wages at the rate of *Rs.* 8 a month, and the remaining two *Rs.* 6. 6. 4. each. They all deposit in the hands of the Postmaster-general, by way of security, sums of money varying from *Rs.* 200 to *Rs.* 50. None of the peons can read English, though some, from practice, can decipher English addresses. For the purposes of delivery, Calcutta and its environs are separated into nine local divisions, but the limits of these divisions are for the most part imperfectly defined, and known only to the peons themselves. There is no map in the General Post-office from which the limits of each division can be ascertained, and a list of streets comprised in each beat, which at the desire of the Commissioner was prepared by the inspectors, is very imperfect and scarcely intelligible. The Deputy Postmaster-general states, "The peons of a particular division take the whole of the letters for that division, and distribute them among themselves in the way they find most convenient." And the head inspector confirms this statement.

Divisions of delivery.

29. The following, however, is an approximate sketch of the boundaries of each division:—

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FIRST DIVISION.

See Enclosure (B.)

North.—A line drawn from Police Ghat along the centre of Hare-street and the south side of Tank-square to Old Courthouse-street.

South.—A line drawn from Chandpal Ghat along Esplanade-row to the corner of Government-place, east side.

East.—A line drawn along Government-place, east side, and the centre of Old Courthouse-street, from Esplanade-row to Tank-square.

West.—The Strand, from Police Ghat to Chandpal Ghat.

SECOND DIVISION.

North.—A line drawn from Rajah Devy Singh's Ghat eastward to the Armenian Church, thence along the centre of Old China Bazar-street to the corner of Radha Bazar-street, and thence eastward along Doomtollah-lane to the Chitpore-road.

South.—The northern boundary of the first division.

East.—A line drawn along the centre of the Chitpore-road, from the corner of Doomtollah-lane to the south-west corner of Tiretta Bazar, thence eastward to Chattawallah Gully, and southward through Chattawallah Gully to Bow Bazar, thence westward through Bow Bazar, and along the east side of Tank-square to Mangoe-lane.

West.—The Strand, from Jackson's Ghat to Rajah Devy Singh's Ghat.

THIRD DIVISION.

This division has no strictly defined local limits. The peons deliver Nagree letters, that is, letters addressed in the Hindee and Mahajunee characters, to the native merchants of the Burra Bazar and its vicinity, within the local limits of the fourth and sixth divisions.

FOURTH DIVISION.

North.—The suburbs of Cossipore, Barranagore, Ooterpara, and Beerpara.

South.—The northern boundary of the second division from Rajah Devy Singh's Ghat to the corner of Moorghyhutta-street, thence in a straight line along Moorghyhutta-street, Colootollah and Mirzapore-street to the corner of Amherst-street, thence along Amherst-street northwards, and Currie's Church-lane, to Muchooa Bazar-road, and thence along Muchooa Bazar-road and Rajah Ramlochun's-road to the Salt Water Lake.

East.—The suburbs of Narcooldanga, Kunkergacha, Bagmaree, Golah Ghat, and Beerpara.

West.—The river from Devy Singh's Ghat to Burranagore.

FIFTH DIVISION.

The whole of the suburbs on the right bank of the river from Ghoosery on the north to the Botanical Gardens.

SIXTH DIVISION.

North.—The southern boundary of the fourth division, from the point where Muchooa Bazar-street leaves Old China Bazar-street to the Salt Water Lake.

South.—A line drawn along Esplanade-row from the corner of Government-place, thence along Chowringhee-road to the corner of Jaun Bazar-street, thence along the centre of Jaun Bazar-street to the Circular-road, and thence in a south-westerly direction so as to include he suburbs of Jaunugger, Serampore and Tupsya.

East.—The Salt Water Lake from Tupsya to Narcooldangh.

West.—The eastern boundary of the first and second divisions from the corner of Government-place to Moorghyutta-street.

SEVENTH DIVISION.

North and West.—The southern boundary of the sixth division, from the corner of Jaun Bazar-street and Chowringhee-road to a point between the suburbs of Serampore and Goberdangah.

South.—A line drawn along the centre of Theatre-street from the corner of Chowringhee-road, and continued to the point above-mentioned.

East.—Chowringhee-road from Jaun Bazar-street to Theatre-street.

EIGHTH DIVISION.

Comprises Fort William and Cooly Bazar, Garden Reach and Kidderpore.

NINTH DIVISION.

North.—The southern boundary of the sixth and seventh divisions from Tupsya to the corner of Chowringhee-road, and thence by a line passing northward of the Great Gaol to Allipore Bridge.

It includes the suburbs of Jeerut, Allipore, Bhowanipore, Bullygunge and Goberdangah.

A map, on which these divisions are roughly marked by red lines, accompanies. *See* Enclosure (B.)

 30. The

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Number of letters, &c. delivered.

30. The annexed statement shows the number of peons employed in each division, the number of letters and parcels given for delivery to the peons of each division in one month, the average number to be delivered during the month by each peon, and the daily average number of inland packets to be delivered daily by each peon. A daily average in the case of ship and steam letters would be useless, as the largest portion is delivered during two days of the month; that is, on the arrival of the steamer and the overland mail, *viâ* Bombay. No record is kept of the free and paid steamer letters delivered in each division. The total number, therefore, of such letters has been taken and distributed over the several divisions in the same proportions as the unpaid letters.

STATEMENT showing the Number of INLAND, SHIP and STEAM LETTERS, NEWSPAPERS and PARCELS delivered in *Calcutta* and its Environs, by the Peons of each Division, during the Month of April 1850.

Division.	No. of Peons.	INLAND.							SHIP AND STEAM.			
		Free and Paid.		Bearing.		TOTAL.	Monthly Average of each Peon.	Daily Average of each Peon.	Free and Paid.	Bearing.	TOTAL.	Monthly Average of each Peon.
		Letters.	Parcels.	Letters.	Parcels.							
1st -	6	16,226	210	2,973	58	19,467	3,241	108	2,440	2,313	4,753	792
2d -	5	6,322	82	2,745	49	9,198	1,839	61	3,326	3,170	6,496	1,299
3d -	4	3,343	43	4,954	71	8,411	2,103	70	794	755	1,549	387
4th -	6	5,853	73	7,472	48	13,446	2,241	75	134	128	262	44
5th -	3	1,076	13	507	–	1,596	532	18	78	74	152	51
6th -	6	5,635	100	3,249	69	9,053	1,509	50	1,727	1,647	3,374	562
7th -	8	4,376	67	2,510	20	6,973	871	29	602	576	1,178	147
8th -	4	3,957	14	1,036	13	5,020	1,255	42	357	339	696	176
9th -	6	4,369	192	3,014	14	7,589	1,264	42	194	184	378	63
TOTAL -	48	51,157	794	28,460	342	80,753	1,682	56	9,652	9,186	18,838	392

Comparison of native and European divisions.

31. Of these divisions it may be said, generally, that the first, second, and third comprise the commercial and official portion of the city, the fourth comprises that part of it which is almost exclusively inhabited by natives, the fifth, sixth and ninth have a considerable number of European inhabitants, and the seventh and eighth are chiefly inhabited by Europeans.

32. On comparing the delivery of inland letters in the fourth and seventh divisions, it will be seen that while in the former, which is almost entirely occupied by natives, and extends over an area of more than 12 square miles, six peons are employed to deliver 5,926 free and paid and 7,520 unpaid letters (being a daily average of 75 to each peon), in the latter, which is almost entirely occupied by Europeans, and extends over little more than one square mile, eight peons are employed to deliver 4,443 paid and free, and 2,530 unpaid letters (being a daily average of 29 to each peon *). It is true that in the seventh division each peon has also to deliver an average of 147 ship and steam letters during the month, while in the fourth division the monthly average of such letters delivered by each peon is only 44; but this difference does not make up for the wide contrast observable in the daily delivery of inland letters. Moreover, the peons of the seventh division are carried to their beats in an accelerator carriage, but this accommodation has not been extended to the native town.

Inspectors.

33. The four European inspectors are employed professedly to control the delivery peons, and to see that letters are punctually delivered,† but it does not appear that they perform this duty, two of them being always engaged at the General Post-office in examining the peons' bags, and making inquiries into complaints against them of mistakes or delay in delivery, and the other two employed to drive the accelerators. The inspectors are expected to go about and see that the peons are on their beats, and indeed there is an order that they should do so; but this essential part of their duty appears to be altogether left undone. On this subject Mr. Botellho, the superintendent of the General Post-office, states as follows:

"751. To what inspection are the peons subject?—There are four inspectors, but their inspection is merely nominal. Two of them drive the accelerators, one to Kidderpore-bridge, and the other as far as Theatre-street. They leave the office at 10 A.M. every day, and return by 1. 30. P.M. The other two inspectors remain at the office, looking after the peons' collections, and making any inquiries into complaints made against the peons. These inquiries are very frequent. Not a day passes that there are not five or six of them. They generally relate to the late delivery or misdelivery of letters. One of the inspectors comes very

* The delivery of an unpaid letter is said to occupy about ten fold the time in which a paid or free letter is delivered.

† An inspector was first appointed with a view of ensuring greater promptness and security in the delivery of letters among the tradesmen and merchants:—"Government Order, No. 1083, dated 29th April 1846.—And the number was afterwards increased to five, to remedy the great obstacle to an efficient delivery, viz., the difficulty of checking the peons while on their circuit."—*Postmaster-general's Letter to Government, No. 26, dated 18th June 1846.*

very early in the morning to write the attendance of the peons, and to see that the horses are fed and cleaned. The others come at 9 A. M.

"752. How are the inspectors who drive the carriages employed during the interval between the arrival at the end of their drive, and their return to their General Post-office?—They do nothing but remain with the accelerator under a tree until 1 P. M., when the peons return and are driven back to the office. A native coachman would do the work as well for much less pay.

"753. Would not the delivery of letters be much more efficient if the inspectors constantly moved about to see that the peons were doing their duty, and to receive complaints against them?—Undoubtedly it would."

Delivery, how conducted.

34. By Clause XXI. of the Post-office Rules, it is declared that there shall be two deliveries daily at every General Post-office, one not later than 10 A. M., and the other at 3 P.M., and that all letters received between 3 P.M. of the previous day and 9 A.M. shall go out by the first delivery. This rule, however, owing to the insufficiency of establishment, is only partially carried out in the Calcutta General Post-office, and in regard to the native division of the town is nearly inoperative. In the first and second divisions, which are in the immediate vicinity of the General Post-office, the delivery takes place with tolerable regularity; and so likewise in the third division; though it is stated by the superintendent of the General Post-office that very few letters of this division are taken by the peons into the town, the greater part of them being delivered by the peons to the servants of the native merchants who attend at the General Post-office for the purpose.

In the fourth division.

35. The mode in which the delivery of letters is conducted in the fourth or native division is described in the subjoined extract from the evidence of Khadun Hossein, one of the letter-carriers of the division:—

"507. How many peons are there in your division?—There are six peons in my division.

"508. How many of these take out the letters of the first, and how many of the second delivery?—Three of them always take out the letters of the first delivery. On some days one, and on other days two of these return before the second delivery takes place. The letters of the second delivery are taken out by all the peons of the division, including those who have returned from the morning delivery.

"509. How are the letters of the first delivery divided among the three peons who take them out?—Only letters addressed to English residents and the native gentlemen who reside in their own houses (ghurwallas) are taken out at the first delivery. No Bengallee letters go out by the first delivery, because the persons to whom they are addressed are not at their own shops early in the day, and neither can the letters be delivered nor the postage due on them be realised. The peon who carries letters in the morning to Cossipore and other places beyond the Circular Canal, takes also the Bengallee letters addressed to persons residing there, because he remains absent on his delivery the whole day, and can distribute the letters to those persons in the course of it.

"510. Does the same peada always take letters to Cossipore and other places beyond the Canal?—No, we take it in turns.

"511. Does the peada who goes to Cossipore with the early delivery take letters to Belgacheea, Narcooldanga and other suburbs to the eastward?—No; there is no morning delivery in those places. The reason is that there are no wealthy people in that direction and very few letters to be delivered. The morning delivery beyond the town only includes Cossipore, Paukpara and Barranagore; the residents of the other suburbs in the fourth division only get their letters by the afternoon delivery.

"512. When does the peon, who takes letters to Cossipore and its vicinity in the morning, return to the General Post-office?—Generally about 8 or 9 P. M. Sometimes, when there are very few letters to deliver, he returns by 7 P. M., and sometimes not till the following morning.

"513. How are the letters divided between the two peons who take out the town letters at the morning delivery?—All letters addressed to places to the eastward of the Chitpore-road are delivered by one peon, and all to the westward by the other. One of them takes the east side of the Chitpore-road, and the other the west side.

"514. Are all the Cossipore letters invariably taken out at the first delivery?—Almost always, and then those which arrive at the General Post-office after 9 A. M. are not delivered till the following day. But sometimes when the dawks are delayed, and only a few of them have come in in time for the morning delivery, then the letters for Cossipore and its vicinity are not sent out by that delivery, but the peon remains with them at the Post-office till 3 P. M., when the rest of the mails have come in, and the letters are given out for the second delivery.

"515. On what principle are the letters of the afternoon delivery divided among the peons of the division?—Each peon has a particular part of the division in which he delivers letters, and according to that arrangement the letters are divided amongst them."

"528. You mentioned above that each peon had his own beat in your division. How are letters delivered which are addressed to persons within the beat of the peon who goes daily to Cossipore?—The peon who goes to Cossipore takes the letters of his own town beat which are ready for the morning delivery, and delivers them on his way before he goes to Cossipore. Letters for that beat which arrive during the day are not distributed till the next day. This causes a delay of two or three hours before he gets to Cossipore.

"529. Is there an accelerator to carry the peons to their beats in your division?—No; there

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there never has been one. There is one that goes to Garden Reach and another to Bhowanipore. These are the only two accelerators.

"530. Would the employment of an accelerator assist the delivery in your division?—Yes; it would expedite the delivery, and greatly relieve the peons.

"531. Who is the inspector of your division?—Mr. Morris.

"532. What is the nature of the inspection he exercises over the peons?—He keeps a book of our attendance at the General Post-office, and takes an account of our postage collections to see that there is not more than a certain amount of bearing postage due upon letters made over to us for delivery. He also examines our receipt book of service letters to see that they have been duly delivered.

"533. Does the inspector of your division ever go about the town to see that the peons are at their duty?—No, never. But if any one refuses to pay postage for a letter delivered to him, I complain to the inspector, and he then proceeds to the spot and endeavours to compel payment. It frequently happens that those who dispute the demand of a peon will agree to pay what the inspector says is due from them."

Persons employed by the peons to deliver letters.

36. It is affirmed by the head inspector, and by the superintendent of the General Post-office, that the peons, especially in this division, are in the habit of employing persons on a monthly salary to deliver letters for them; and though the peon who was examined denies this, yet he admits that other persons accompany the peons on their beats for the purpose of learning the business. The practice is prohibited by the Postmaster-general, and in fact peons have been occasionally punished for resorting to it. The residents in the native quarter of the town do not get their letters until late in the day. The peon who takes letters to Chorebagan and the Burra Bazar never gets to his beat before 4, and often not until 5 P.M. There is evidence to show not only that letters are delivered with extreme unpunctuality in the native quarters of the town, but that letters addressed to natives generally are delivered with less expedition than letters for Europeans.

Preference shown by the peons for native divisions.

37. The officers of the Post-office state that the beats in the fourth division are greatly preferred by the letter carriers to those where Europeans reside; and that while there is great difficulty in filling up the vacant situation of a letter-carrier in Chowringhee, there is a great competition for such situations in the native town. It is generally believed that, in addition to presents received by the peons on Hindu holidays, they make a fixed charge of half an anna in addition to the postage on all letters delivered to natives, at least to all such as are weak enough to submit to the imposition. The great native merchants in the Burra bazar are said to allow the peons of the third division half an anna on every letter, and to settle their postage accounts with them once in every six months. The peons pay into the General Post-office the postage on all letters delivered, and find their profit in the accommodation which the merchants derive from the arrangement.

In the fifth division.

38. There are only three peons attached to the fifth division, which includes the whole of the suburbs on the right bank of the Hooghly. Two of them go out at the morning and one at the afternoon delivery, and none of them return to the General Post-office until the next morning. Letters sent out by the morning delivery do not reach Bishop's College until 5 P.M.

In the sixth division.

39. The mode in which the delivery is made in the sixth division is detailed in the evidence of Jummuruddeen, one of the letter-carriers:—

"546. How many peons are there in your division; and of these, how many take out the letters of the first, and how many of the second delivery?—There are seven peons. The number of those who take out the letters of the first delivery depends upon the number of the letters to be delivered. Sometimes only three go with them, and sometimes four. If there are a great many letters for delivery, five peons occasionally go out at 10 A.M.

"547. Has each peon a particular beat of his own?—Yes; my beat is entirely to the eastward of the Circular-road, and includes Sealdah, Harritollah, Choonaputty, Ballia Ghatta-road, Nimuk Chowkey, Kootgunj, Chingrihatta, Soura and Narcooldanga-road.

"548. When it is your turn to remain at the General Post-office, at the time of the morning delivery, who takes your letters to their destination?—The few English letters there may be for residents in Sealdah are taken out by peon No. 30, but the native letters are not taken out until 3 P.M.

"549. How long does it take you to complete the delivery in your beat?—If I take out the letters at 10 o'clock, I have also to deliver the town letters in the beat of peon No. 30, and this takes me nearly four hours. I do not, therefore, get to my proper beat until 2 P.M., and it takes me until night to complete the delivery. I return to the General Post-office in the morning.

"550. Who is the inspector of your division?—Mr. Duncan.

"551. Does he go about the division to see that the peons are at their beats, and that the residents have no complaints to make in respect to the delivery of their letters?—His business is to drive the accelerator which takes the peons of the seventh division to their beats with the letters of the morning delivery. He never comes into our division.

"552. Then what do you understand to be his duty in regard to the peons of your division?—He questions us as to the amount of bearing postage realised, and as to the number of bearing letters undelivered, and still in our possession. Sometimes, but very rarely, if there is a misunderstanding between a resident and one of the peons, respecting the delivery of a letter, or the demand of postage, the inspector goes to the spot to settle the matter. He has never been in my beat."

40. The

In the seventh, eighth, and ninth divisions.

40. The letters of the seventh, eighth and ninth divisions are delivered with greater punctuality than those of any other. Two accelerators leave the General Post-office daily at 10 A.M., with the peons of these divisions, who take the letters of the morning delivery, one going in the direction of Chowringhee, and the other to Kidderpore. The peons are dropped at their several beats, and the accelerators remain at a fixed place until 1 P.M., when they return to the General Post-office with such of the peons as can rejoin them in time. The peons who go to the more distant beats, even of these divisions, usually return on foot in the course of the afternoon.* The accelerators do not take out the peons at the second delivery. There is no order requiring the peons of these or any other of the divisions to return to the General Post-office at any specific hour, or to report the time at which they deliver letters, but if any inordinate delay takes place, they are called to account, and are punished at the discretion of the Postmaster-general.

Accelerators.

41. The accelerators used at the Calcutta General Post-office are not well suited for the purpose. They are much too heavy, and are not constructed so as to admit of the ready ingress and egress of the peons.

Method of accounting for postage collected by the peons.

42. When the peons return to the General Post-office they account for the postage on the unpaid letters delivered to them, in the mode described in the following extract from the evidence of the treasurer at the General Post-office:—

"254. How is the postage on bearing letters paid into the treasury?—The peons pay the amount of their daily collections, under the head of 'Europe and country letters.' The former is supposed to include all ship and steam letters, from whatever part of the world they come, and the latter includes bearing postage on all country letters and banghy parcels. The bearing moonshees furnish my department every day with an account, showing the number of bearing letters and parcels made over to each peon, and the amount of postage due on them; and we debit the amount to the several peons in a separate book, in which there are 48 accounts current; one with each peon. The peons bring their daily collections, and receive credit for the same, under the head of 'Europe and country letters,' and under the same heads corresponding credits are given in the accounts of the General Post-office. The peons' accounts are balanced monthly, and besides this, we are in the habit of giving a memorandum of the state of the peons' accounts, at any time whenever the Deputy Postmaster-general desires to know the amount of bearing postage unaccounted for."

"255. Do the peons' accounts usually agree with those furnished by the bearing moonshees?—In the gross they do, but the detail is almost always incorrect, because the peons are not able properly to distinguish between inland and ship or steam letters, and they constantly enter in their accounts the postage collected on one kind as if it had been collected on the other.

"256. Then, in point of fact, the amount of bearing postage credited in the daily cash account, under the several heads of 'Letter' and 'Ship imported,' does not represent the exact amount of each kind of postage realised, but whatever the peons choose to pay in under those two heads?—It does; but in the monthly cash account the gross amount of bearing postage due is brought to credit, and must be accounted for; but we cannot give a detail of the uncollected portion of it, which remains in inefficient balance, nor can it be precisely said, under what heads the monthly collections of bearing postage ought properly to be credited. The gross balance, however, is perfectly correct.

"257. Would it be possible to obtain from the peons a correct detail account of bearing postage realised?—Not under the present system of delivery, and the mode in which the peon's accounts are kept. The only way that occurs to me, is to employ a person in each division, or one for every two divisions, who should be an accountant and supervisor, and whose business it should be to keep a separate account of each kind of postage due on every letter, and see that the peons' daily realisations were brought to credit under the proper heads. These accountants might be employed as inspectors of the peons, and might also account to the treasury for the collections of each division, instead of a separate account being kept as at present with each peon. This would greatly simplify the transaction of business in my department."

43. A statement showing the amount of bearing postage, outstanding on unpaid letters delivered to each peon, is prepared daily and laid before the Postmaster-general.

44. The inspectors examine the peons' bags daily, and inquire into the causes which prevent the delivery of letters. Undelivered letters are taken to the dead letter department, and the clerk of that department determines whether they shall be again made over to the peons for delivery, or whether they shall be forwarded or made remaining. "The peons," says the head inspector, "sometimes keep letters instead of delivering them or bringing them back to the Post-office in their bags. Several cases have occurred in which the inspectors have gone to the peons' houses, and examined the peons' boxes in their presence, when letters have been found which ought to have been delivered. These cases have generally arisen in consequence of the peon not being able to find the addressee, and being afraid to produce the undelivered letter to the inspectors.

"Bearing letters they must either deliver, or account for the postage due on them; but we have no means of knowing whether the peons deliver post-paid letters or not, unless the parties complain."

There is a column in the peons' books for the receipt of the party to whom letters are delivered, but this is seldom filled up.

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Means taken to test efficiency of delivery.

45. In order to test the efficiency of the Calcutta delivery, the undelivered letters of 16 days, 569 in number, were made over to four special letter-carriers, whose sole business it was to discover the addressees, and deliver as many of the letters as they could. At the end of a fortnight they had delivered seven paid and 41 bearing letters, being about 8½ per cent. of the whole number. With the same object, 500 lists of native unclaimed letters were printed daily in Bengalee and Hindee for a fortnight, and distributed in all parts of the town, but not one single application for an undelivered letter ensued. With reference to these experiments, Mr. Tayler, the Postmaster-general, observed: "There is no doubt that, by extra labour and expense, a certain per-centage of undelivered letters might be placed on the hands of the addressees; but whether the end would justify the means, is questionable."

Inland letter mail despatch department.

46. In this department there are employed a manager and 32 clerks, of whom eight are receivers and six checkmen. At the time of despatching the mails they receive assistance from sixteen of the clerks in the other departments of the office. The mode in which the business was conducted in this department previous to the discontinuance of the detailed registry of letters is described in paragraphs 4 to 22 of my letter to the Government of Bengal, No. 258, dated 9th October 1850. It has since been considerably modified. The letters posted at the windows of the General Post-office are now delivered direct by the checkmen to the examiners or despatchers, and the interference of the sorter, sircars, and registry clerks is dispensed with. The letters posted at the town chokies are sent to the General Post-office, accompanied only with abstract lists, showing the number of service, post-paid, and unpaid letters for each station, with the postage realised on the paid letters. These letters, on arriving at the General Post-office, are now merely compared with the lists, and then made over to the examiners of the several divisions. As soon as all the letters are in the hands of the examiners, duplicate chellans or letter bills are made out for each station, one copy of which is put up in the packet, and the other retained in the office for record, in place of an abstract register.*

47. Letters which the senders desire should be specially registered on payment of the prescribed fee of eight annas are delivered to one of the clerks of this department, by whom a separate receipt is given for each letter. The particulars of the letters are then entered in a book kept for the purpose, and in the letter bills; and the letters are despatched with a duplicate receipt, to be signed by the parties to whom they are delivered.

Receiving-houses.

48. There are six receiving-houses in Calcutta and the suburbs, at which letters may be posted. These are are at the following places :—

1. At the corner of Camac-street and Park-street.
2. At Jorasanko, near Machooa Bazar-street.
3. At Baug Bazar.
4. At Bhowanypore.
5. At Boitakhana, near the corner of Loll Bazar-street and the Circular-road.
6. At Kidderpore.

49. At each receiving-house there is a receiver, for whom the treasurer at the General Post-office is responsible, and who is appointed on his nomination.

50. The receiving-houses are nominally open from 11 A.M. to 4 P.M. every day, but the receivers are not regular in their attendance. Each receiver has a locked box, with a slit in it, the key of which is kept at the General Post-office. The receiver weighs each letter and stamps it with the paid, service, or bearing stamp, as the case may be; writes the amount of postage in the stamp and in the sender's dawk book; and enters the address, weight, and postage of each letter in a list which he keeps. The letter is then dropped into the box, and cannot be taken out again except at the General Post-office where the key is kept. At 4 o'clock the list is also dropped into the box, and the box is sent by a peon, together with the postage realised on paid letters, to the General Post-office. The boxes are then opened and the letters compared with the list, sorted into divisions, and despatched.

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51. A return of the number of covers posted at the Calcutta receiving-houses during the month of July 1850 is appended. The total number is 17,693, and the amount of postage on the chargeable covers *Rs.* 1,961. 15. 6.

Ship and Steam department.

52. This department is under a manager, assisted by 16 clerks, two of whom are also employed in the evening in despatching the inland mails. On the arrival and despatch of overland and steamer mails, nearly the whole strength of the office is taxed to assist in disposing of the business that devolves on this department. The mode in which the business of the Ship and Steam department of the General Post-office is conducted has already been described in paragraphs 31 to 39 of my letter to the Government of Bengal, No. 258, dated 9th October last, the only modifications since introduced being the discontinuance of detailed registry, and the registration of special letters on payment of a fee.

53. The

* This arrangement has been introduced by the Deputy Postmaster-general, in charge of the Calcutta General Post-office during the progress of my inquiry. I think he has gone a step too far. The plan I recommended was the substitution of an abstract for a detailed register of all letters. The preparation of an abstract register, which is a mere record of the contents of the chellans, would take no more trouble or time than that of a separate duplicate of each chellan; and the register would be far more handy for reference, and for checking the daily receipts of postage, than a bundle of loose letter bills can possibly be. The waste of paper and printing, in respect to these duplicate chellans, is also considerable.

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Steam Postage Accounts.

53. The accounts of the steam postage due to Her Majesty's Government are kept in this department. An account current is kept and furnished quarterly to the London General Post-office. On one side of the account, the Calcutta General Post-office is debited with the amount of steam postage due on letters sent to or despatched from Calcutta, Penang, and Singapore, by the Peninsular and Oriental Steam Navigation Company's steamers, under the following heads:

1. Unpaid letters from England.
2. Paid letters to England.
3. Paid letters to and unpaid letters from British Possessions.
4. Letters sent to and received from Alexandria, Suez, Marseilles, &c.
5. Loose letters.

54. On the other side of the account, the Calcutta General Post-office is credited with the amount of postage on British and foreign letters passing through the General Post-office to and from all places eastward of India, on mis-sent, re-directed, dead and returned letters, and with the remittances made to London during the quarter. A balance is then struck invariably, and indeed almost necessarily, in favour of the London Post-office, and brought forward in next quarter's account.

55. The entries on the debtor side of the account are supported by vouchers, showing the several amounts due on the letters of each class, received at or despatched from each of the above places by each steamer during the quarter; and these amounts must agree with the entries in the letter bills which accompany the mails, copies of which are also furnished with the quarterly accounts.

56. In the letter bills from London there are two columns, one for the postage due on unpaid letters according to the London account, and the other for the postage on the same letters according to the Calcutta, Penang, or Singapore account. There is almost invariably a discrepancy between the amount of postage on unpaid letters as calculated in London and in India, the one being sometimes more and sometimes less than the other; but the amount calculated in India is always entered in the account current, and accepted as correct by the London General Post-office.

57. The entries on the credit side are supported, first, by vouchers showing the amount credited to Bengal on all covers passing through the post-offices of Calcutta, Penang, and Singapore, to and from places to the eastward of India, and sent by each steamer. For all such covers, credit is allowed to the Indian Post-office at the rate of fourpence for every letter, and twopence for every newspaper. These covers and the postage allowed upon them, are separately entered in the letter bills, with which the vouchers must agree. Secondly, by vouchers showing the postage due on mis-sent and mis-directed letters forwarded by steam to other post-offices. Thirdly, by vouchers showing the postage due on dead letters returned by steamer to England, the Red Sea, or ports in Asia. And lastly, by a voucher showing the amount remitted during the quarter by the accountant to the Government of Bengal on account of steam postage, by bills drawn at the fixed rate of two shillings the Company's rupee on the Court of Directors, in favour of the Postmaster-general of the United Kingdom.

58. To enable the Postmaster-general of Calcutta to furnish these accounts quarterly to the London General Post-office, he is supplied by the Penang and Singapore postmasters with similar accounts for their respective post-offices, which he incorporates with his own. The number of documents furnished from Calcutta to the London General Post-office for the quarter ending with the 5th July 1850 was 217; viz., 1 account current, 14 vouchers, 10 inner vouchers, and 192 letter bills.

59. The London General Post-office receives no postage accounts from any post-office in the Bengal Presidency, except from Calcutta, Singapore, and Penang, and from the two last only mediately through the first. It takes no cognizance of the post-offices in the interior, and looks to the Calcutta General Post-office for all steam postage due on letters sent to and from this side of India, whether inland or not. But the steam postage on letters received at and sent from Calcutta and other stations in the Bengal Presidency, *viâ* Bombay or Madras, is accounted for in the first instance, as will presently be shown, to the Postmaster-general of Bombay or Madras, and by him to the London General Post-office. No account whatever is taken in India of the steam postage on paid letters received at or unpaid letters despatched from any post-office; but the amount of unpaid postage due on all letters, except those sent to the London General Post-office, is entered in the letter bills.

60. On the arrival of the monthly steamer at Calcutta, the forward letters are separated from those intended for delivery in Calcutta, and a statement of postage due on unpaid letters of each class is prepared in the steam department, which, after being attested by the Deputy Postmaster-general, is made over to the accountant's department of the General Post-office. Here the amount of steam postage due on Calcutta letters is entered in the appropriate column of an abstract of bearing postage, and has to be accounted for by the peons to whom the letters are made over for delivery. The peons, however, make no distinction in their accounts between steam and inland postage due on letters entrusted to them. They account for all postage in the gross, so that without an examination of the peons' accounts, and of the letters remaining in their hands, it cannot be said what proportion of the postage collected on bearing letters is "Inland," and what proportion "Steam;" but in

 practice

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practice it is assumed that all steam postage is collected, and that the amount of bearing postage outstanding at any given time is on account of inland letters. At the end of each month, a general memorandum of steam postage, including that realised on paid letters posted at the Calcutta General Post-office, and due on unpaid letters received, is prepared in the steam department and transferred to the accountant's department of the General Post-office, together with detailed lists, showing the amount due on forward unpaid letters sent to every other station. The amount of steam postage due on unpaid Calcutta letters is entered in the body of the monthly cash account of the General Post-office as an actual receipt, the uncollected portion of it being held in inefficient balance, together with all uncollected inland postage on unpaid letters. The lists of forward unpaid letters are also submitted with the monthly cash account, as vouchers for the amount of postage due on them, and counterpart lists of those forwarded to stations in the North-west Provinces, Madras or Bombay, are also prepared in the Calcutta General Post-office, and forwarded severally to the Postmasters-general of those Presidencies.

61. The postage on unpaid steam letters forwarded to other stations in the Lower Provinces, if collected, is entered as a receipt in the body of the monthly cash account of the Mofussil post-offices, submitted to the accountant to Government, and if uncollected, is accounted for in a memorandum of bearing steam postage at the foot.

62. The steam postage on unpaid letters brought in the first instance to Calcutta, and forwarded to stations in the North-west Provinces, Madras, or Bombay, is accounted for by the several Postmasters-general, as realised, to the accountant to the Government of Bengal; and the steam postage realised on unpaid letters, brought by the monthly steamer to Penang and Singapore, is shown in the monthly cash account submitted by the resident councillors of the Straits Settlements. The accountant remits the whole realisations, as shown above, by a bill on the Honourable Court of Directors in favour of the Postmaster-general of London, at the fixed exchange of 2 *s.* the rupee.

63. The accountant to the Government of Bengal keeps no account of the demand of steam postage on unpaid letters, or of the amount remaining uncollected. He merely compiles from the cash accounts of the General Post-office and Mofussil post-offices of the Bengal Presidency, and from returns furnished by the Postmasters-general of Madras, Bombay and Agra, a statement of steam postage actually supposed to be realised, and remits the amount to London. The uncollected balance, after allowing for postage due on letters sent to and from places to the eastward of India, and for mis-sent, re-directed, dead, and returned letters, is exhibited in the quarterly account current furnished to the London General Post-office.

64. Now, in respect to the steam postage on unpaid letters delivered in Calcutta, it is manifest that the amount due being entered in the cash account as an actual receipt, and the inefficient balance making no distinction between steam and inland postage, Her Majesty's Government may, and do frequently, if not invariably, receive a remittance on account of postage which has actually not been realised. It is true that the postage on refused letters, or those of which the addressees cannot be found, may afterwards be credited to the Indian Government in the steam accounts of the Calcutta General Post-office; but the transaction is not correctly represented, because the whole amount of steam postage due on Calcutta letters is sent to Her Majesty's Government, whether it be collected or not, and a deduction is made on account of the Calcutta dead letters from the balance of steam postage due to Her Majesty's Government upon letters forwarded to other stations. It so happens that there is a large balance of unrealised steam postage which remains to be accounted for to the London General Post-office from which these deductions can be made in the current account of each month; but if it were otherwise, Her Majesty's Government might frequently be shown a debtor to the East India Company for the postage on dead letters, which, though never realised, had been duly accounted for and sent to England.

65. This unrealised balance of steam postage amounted, at the close of the quarter ending 5th July 1850, to 2,592 *l.* 19 *s.* 0¼ *d.* and seems to be increasing. It is due in small sums from an infinite number of postmasters in all the Presidencies; but neither the Postmaster-general nor the accountant to the Government of Bengal can give an accurate account of the balance, because, so far at least as regards the post-offices in the Lower Provinces, the former knows nothing of the realisations of postage in Mofussil offices, except as they are reported to him in the gross by the accountant, and the latter takes no cognizance whatever either of the demand of postage on forward letters, or of the remissions on dead and returned letters, but credits Her Majesty's Government with the realisation of steam postage shewn in the accounts of each postmaster (those of the General Post-office being, as I have shewn, always erroneous) without further inquiry. Statements of forward unpaid letters and of the steam postage due on them are furnished to the accountant with the monthly cash account of the General Post-office, and the memorandum of steam postage at the foot of the Mofussil Post-office cash accounts would enable the accountant to trace each letter to its final destination, and see that it was properly accounted for; but no use is made of these checks, nor is it ever ascertained either that the steam postage credited as "Forward" in the memorandum of one office is debited in the memorandum of the office to which it is forwarded, or that the credit taken for postage on dead letters is really supported by the return of the letters in question to the General Post-office. It would be a work of immense labour, difficulty and expense, if not altogether impracticable, now to trace out all the unpaid

unpaid letters that have been forwarded to Mofussil stations in the Lower Provinces since the system of steam accounts was introduced, and to shew an exact account of the postage due upon them.

66. A statement of steam postage realised on letters dispatched from the Bengal Presidency, *viâ* Calcutta, by the Peninsular and Oriental Company's steamers, is in like manner compiled by the accountant to the Government of Bengal, from the cash accounts of the General and Mofussil Post-offices, and the amount included in the periodical remittance to England. As all such letters must necessarily pass through the Calcutta General Post-office, they are there entered in the combined quarterly account of steam postage ; but no comparison is ever made between this account and the statement of actual realizations prepared by the accountant.

67. The steam postage due on letters either received at or sent from stations in the Lower Provinces of the Bengal Presidency, *viâ* Bombay, is accounted for to the London General Post-office by the Postmaster-general of Bombay. A list of unpaid letters, sent from Bombay to the several stations in the Lower Provinces, is furnished by the Postmaster-general of Bombay to the Postmaster-general of Calcutta, and is by the latter transferred to the accountant to the Government of Bengal. The accountant notes the realizations of Bombay steam postage from the cash accounts of the General and subordinate Post-offices, and furnishes quarterly statements of them to the Postmaster-general of Bombay. Credit is given in account to the Bombay Presidency for the amount of Bombay steam postage thus realized, and it is remitted from Bombay to England by a bill on the Honourable Court of Directors. The accountant to the Government of Bengal undertakes to check the realizations of Bombay steam postage, by comparing the entries in the cash accounts of the several postmasters, and in the memorandums of steam postage at the foot of those accounts, with the lists of letters received from Bombay, and with a statement of returned letters which the Bombay Postmaster-general also furnishes ; but owing, as it is said, to insufficiency of hands, and also, it may be added, to imperfect arrangements, the work is greatly in arrears, and the check is not effective.

68. The inland and steam postage due on unpaid overland letters received at the Calcutta General Post-office, *viâ* Bombay, is entered in the first instance in the office abstract of bearing postage, under the head of " Ship postage," the delivery peons being responsible for it in gross. The steam postage is afterwards entered separately in the monthly cash account, under the head of " Bombay Presidency," according to the memorandum furnished by the ship and steam department of the office. But as in the case of unpaid steamer letters *viâ* Calcutta, the uncollected portion of the steam postage is merged in the inefficient balance under the general head of " Bearing postage," the whole of which is assumed to be due on inland letters. The above remarks are applicable to the steam postage on unpaid letters sent to stations in Bengal *viâ* Madras, which is accounted for in like manner to the Postmaster-general of that Presidency.

69. In the North-west Provinces, a more systematic endeavour is made to account for the collection of steam postage forwarded to that division of the Bengal Presidency from Bombay, Madras, and Calcutta.

70. The Postmaster-general of the North-west Provinces is furnished every month by the Postmasters-general of Calcutta, Madras, and Bombay, with lists shewing the amount of steam postage due to Her Majesty's Government on account of letters received from post-offices of the North-west Provinces, and despatched from Calcutta, Madras, and Bombay in each month ; and on account of letters received by steam and forwarded from Calcutta, Madras, and Bombay, to stations in the North-west Provinces during the same month. These lists show the number of letters received from and despatched to each station, their weight, and the postage due upon them.

71. Each postmaster in the North-west Provinces furnishes the Postmaster-general with monthly statements showing the steam postage due on letters received from Calcutta, Madras, and Bombay during each month, and on letters despatched to Calcutta, Madras, and Bombay during the same month. To the former is added the steam postage due on forward letters received during the month from other post-offices ; and from it is deducted the steam postage due on letters received from each of the Presidency towns during the same month, and forwarded to other stations.

72. These monthly statements are supported by the following vouchers : (1) Chellans of letters received from the Presidency towns ; (2) Return chellans of letters despatched to the Presidency towns ; (3) Return chellans of letters forwarded to other stations. No vouchers are sent for forward letters received from other stations, but the entries are checked by the accounts of the forward offices.

73. The statements are compared in the Postmaster-general's office with the lists received from the Presidency towns, and, until they agree, explanations are called for from the several postmasters of the stations where discrepancy exists.

74. Monthly accounts are then prepared in the Postmaster-general's office, one for each Presidency town, showing on the debtor side the letters received from each Presidency town during the month ; with the postage due on them, the postage due on letters forwarded from Post-offices in other Presidencies, and the postage due on letters despatched from the North-west

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west Provinces to each Presidency town. On the credit side is exhibited the collections of postage, the number of letters forwarded to other Presidencies with the postage due on them, and the returned letters.

75. A similar statement of steam postage on letters received from and despatched to each Presidency town in each month, is prepared in the Postmaster-general's office from the same materials, and sent to the accountant, North-west Provinces. But as letters posted in the North-west Provinces in one month may frequently be received at the Presidency towns in another month, and *vice versâ*, it is obvious that the two sets of accounts will not agree. The apparent discrepancy is reconciled by an endorsement made in the Postmaster-general's office on the back of the lists received from the Presidency towns, showing how much of the postage therein required to be accounted for is due on letters posted or received in the North-west Provinces in one month, and how much in another. The credit on account of steam postage in the monthly cash account of each postmaster must agree with the amount shown in his monthly statement of steam postage.

76. Now, if the steam postage on all letters sent from one part in India to another, or to India from the United Kingdom or any British possession, be prepaid by stamps, and if the steam postage on all letters sent from India be either prepaid by stamps or left unpaid, then it might be expected that Her Majesty's Government would not object to allow the East India Company to take credit for the small amount of unpaid steam postage due on foreign letters sent to India, and the whole of the voluminous steam accounts now kept between the Indian Presidency post-offices and the London General Post-office might then be altogether got rid of.

77. But under any circumstances it seems very doubtful whether the time and labour expended in accounting for the steam postage on each letter (which so far at least as Bengal is concerned, is very ineffectually and imperfectly done) might not be advantageously saved by simply accounting to the London General Post-office for the steam postage due on all unpaid letters received and all paid letters despatched according to the letter bills, and the amount entered in the combined quarterly account of each Presidency; deducting the amount due on letters sent to and from places to the eastward of India, and the postage on returned letters and newspapers. There seems no reason for taking such extreme pains to trace each letter to its eventual destination, and to see that the postage is separately accounted for, when no such check is attempted in the case of postage on inland letters. The inland postage due on a steamer letter is frequently more than the steam postage due on the same letter; and the total amount of inland postage collected in a year greatly exceeds the amount of steam postage remitted annually to Her Majesty's Government. And as the Indian Government is held responsible for the balance shown in the quarterly accounts, and must make it good either in money or by the production of undelivered letters, much useless labour would be saved if the amount were remitted periodically to Her Majesty's Government, and no endeavour made to ascertain the precise way in which it is collected. The postmasters might still credit the collections of steam postage under a separate head in their accounts, although the check over its separate realization were no longer exercised.

78. It must be remembered that the Government of India maintains the establishments necessary for keeping the steam postage accounts without the smallest remuneration. The whole of the steam postage goes to Her Majesty's Government; and, even supposing that this circumstance was duly considered at the time when the last contract with the Peninsular and Oriental Company was entered into, and the share payable by the East India Company fixed, yet it seems preposterous that such excessive care should be taken to prepare an accurate detailed account of the way in which this postage is realised when no such course is followed with regard to postage of any other description. The accountant to the Government of Bengal, the Postmaster-general of Bengal, and the Postmaster-general of the North-west Provinces, have recommended that these accounts should be discontinued, and in this recommendation I concur.

Dead letter department.

79. The establishment of this, which is also called the Miscellaneous department, consists of an assistant and seven clerks, two of whom are exclusively occupied in receiving newspapers in the Inland Receipt department. The duty of the clerks in this department is to take charge of all letters directed to the General Post-office, to await till called for; to receive from the peons all letters of which the addressees cannot be found in Calcutta; and either to forward them to other stations, or to keep them until the addressees are forthcoming. Letters so kept are technically said to be made "remaining." These letters are entered in two books, one for English and the other for native letters, with the postage due on those which are unpaid; and credit is given to the peons for the postage on all such letters. Quarterly lists of each kind are made out for publication in the "Calcutta Gazette;" and, in regard to English letters, other inquiries are made by the assistant; but no notice is taken of native letters once made remaining, except to publish them in the "Calcutta Gazette," and after the lapse of 18 months to open and destroy them. It is also the duty of the assistant at the head of this department to receive instructions for the disposal of letters. These he enters in a book, and communicates to the officers of the other departments of the General Post-office. The publication of the quarterly lists of English letters in the "Calcutta Gazette" is said to lead to numerous applications for them, but only 12 applications have hitherto been made for native letters so published. The number of letters

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and newspapers made "remaining" at the General Post-office in the first quarter of 1849 was 983 paid, 4,857 unpaid, and 74 free; making a total of 5,864 covers.

Refused letters.

80. Letters refused for payment of postage are also made over by the peons to the assistants in this department, but until last year no refused native letter was ever returned to the sender. There is reason to think that many letters, which are really refused for the payment of postage, are represented by the peons to be for parties who cannot be found, and it is certainly in the power of the peons to assign any cause they choose for the non-delivery of letters, without the least fear that any misstatements they make will be detected. By a return received from the General Post-office, it appears that the number of unpaid letters and newspapers refused for postage at Calcutta in the last six months of 1849 was only 60. This is unquestionably very much below the real number, and, indeed, includes only English letters.

Banghy department, method of business.

81. The establishment of this department consists of a manager and eight clerks.

82. A Banghy parcel brought to the office is first taken to the weighman, who sits in the same room with the manager, and immediately in front of him. The weighman passes the parcel through a pair of scales, and marks on the parcel its weight and the date of receipt, and the postage also, if unpaid. The parcel is then handed to the registering clerk, who enters it in the register, calculates the postage, and gives a receipt to the sender. Four registers are kept: one for unpaid parcels, another for unpaid pamphlets, a third for all paid articles, and a fourth for service articles. The unpaid and service registers show the name of the sender, but the paid register gives only the name of the addressee and the weight and postage of each parcel. After being registered, the parcels are handed to a moonshee, who has them stamped in his presence by one of the banghy bearers in attendance, and then marks the weight and postage inside the stamp. The parcels are then sorted according to the stations to which they are to be sent, and made over to the chellan writers, who fill up in duplicate the chellans or way-bills, with the address, station, weight, and postage of each parcel. The parcels are then compared with the entries in the chellans, and made over to the packermen, by whom they are made up into gunnees, or canvas packages, under the direction of the weighman. The packages are then covered with pitch and sealed; and to each is attached a wooden ticket, on which is written the name of the station for which the package is destined. Each package is then weighed in the presence of the manager, and the particulars of it entered in a despatch book. The despatch book shows the date of despatch, the number and description of packages, the station, the number of parcels in each package, and the weight of each in tolahs and maunds. The weight of the packages is entered in the telegraph or road index, and the packages are then despatched. If the number of parcels posted in one day for places on any line of road exceed the weight of a despatch, that is to say, the maximum weight that can be carried by the ordinary means, a portion of them is kept back until the next day. Chargeable parcels are always sent first, and service parcels afterwards. When parcels accumulate for two or three days, an extra line of banghy burdars is laid, the expense of which, if for service parcels, is charged to the office from which the parcels are sent;* and if for private parcels, to the Post-office.

83. The room at the General Post-office in which banghy parcels are received and prepared for despatch, and where indeed the whole business of the department is carried on, is small, dark, and in every respect unsuited for the purpose. The packermen, whose pay is *Rs.* 6 a month, carry on the work in an inner railed compartment, where they are quite out of sight of the manager; and where, if the day is at all cloudy, they must work by candle-light; and the space is so crowded that business is seriously impeded. Packages which cannot be despatched the same day on which they are made up are kept locked up in the inner compartment of this room.

84. On the arrival of banghy packages at the General Post-office they are counted and examined, compared with the road index, and occasionally weighed. They are then opened, and the parcels contained in them compared with the chellans. Each parcel is weighed, and the postage checked. The whole are then counted, and the total number in each chellan is entered in a book kept for the purpose. The parcels are then made over to the registering clerks, by whom they are entered in two registers, one for paid and service, and the other for unpaid parcels. These show the office of despatch, the address of each parcel, the postage due on those which are unpaid, and the number of the peon to whom each parcel is delivered. The registering clerks then enter the address and postage of each banghy parcel in the delivery book of the peon to whom it is made over, and the parties to whom the parcels are delivered are required by the peons to sign their initials in these books in token of receipt. The peons, before leaving the office, give an account to the bearing moonshee of the postage due on unpaid parcels delivered to them. This is compared with the entries in

* *Note.*—The accountant to the Government of Bengal has objected to this mode of charging the expense of extra service banghies, and proposes to debit it to the offices to which the parcels conveyed by such banghies are addressed. The question was referred for my opinion in Mr. Under-Secretary Seton Karr's letter, No. 743, dated the 9th May 1850. I can have no doubt that the practice of the General Post-office is correct in this respect. As a general rule, it is certainly right, and conformable to the principle of prepayment we desire to enforce, that the cost of conveying parcels by the post should be debited to the offices from which they are despatched; but the charge should be made according to the weight of the parcels, in the same manner as it has been proposed to charge service letters, and not according to the pay of the extra establishment employed on each occasion.

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in the unpaid register. Parcels, of which the addressees cannot be found, are sent, after inquiry, to the Dead Letter department. As soon as the parcels are sent out for delivery, the chellans are receipted, and the duplicate returned to the office of despatch by letter mail.

Dawk-bearers' department.

85. The business of the Dawk-bearers' department is performed by three clerks, under the immediate control of the superintendent of the General Post-office; it consists in laying dawks for travellers through the local postmasters. Any person desirous of laying a dawk through the General Post-office pays the whole charge in advance, and also makes a deposit of 50 per cent. to meet claims for demurrage. Advice is then sent to the postmasters by whom the dawk is to be laid; and when the whole expense incurred in each division is known, the amount is remitted by draft on the local treasury. If no demurrage is incurred the deposit is returned to the traveller. The surplus of receipts above disbursements is carried to the credit of the dawk bungalow fund.

Time check department.

86. The business of this department is performed under the immediate control of the superintendent by three clerks, two of whom are also employed as despatchers in the Inland Letter Mail department. It consists in registering the time shown in the inward and outward mail and banghy telegraphs along the main lines, observing the time of the despatch and receipt of mails which arrive at the General Post-office, and calculating the rate of speed at which they are conveyed. A statement of the time occupied in the transit of the mail from every place to the General Post-office is prepared daily for the inspection of the Postmaster-general.

Record department.

87. This can hardly, with correctness, be called a separate department. There are two clerks who have charge of the registers and abstract books of the several departments, and produce them when wanted for reference. They are also charged with other duties, and act as despatchers of the inland letter mails.

General observations.

Separation of office of Postmaster-general from that of Postmaster of Calcutta.

88. I am satisfied that the chief cause of the unmethodical and unsatisfactory manner in which the business in every branch of the Calcutta General Post-office is carried on is mainly owing to the circumstance that the Postmaster-general, instead of being exclusively occupied with the general control of the Post-office department in Bengal, has his attention distracted, and his time taken up, by the details of the Calcutta Post-office. On the other hand, the Deputy Postmaster-general, who ought, and it would appear was intended by the Government, to undertake and be responsible for the direct management of the Calcutta Post-office, is burdened with other duties; and, it must be admitted, is furnished with no very distinct instructions as to the nature and extent of his authority over the officers nominally subordinate to him. If there be a perfect understanding between two officers placed in this way at the head of an establishment, with their relative functions undefined, and liable to be charged at the discretion of one of them, and if both are equally able and devoted in the discharge of their duty, it is possible that the arrangement may work well. But it is not an arrangement suited for permanence. The duties of Postmaster-general and of postmaster of Calcutta are quite incompatible, and in either case are sufficient to occupy the undivided attention of one man. The Postmaster-general ought to be alone directly responsible for one; and the officer subordinate to him, whatever be his designation, for the other. The Postmaster-general would then have time to devote his attention to the general working of the department, to the transit of the mails, to the conduct of business at Mofussil offices, and to the extension of postal facilities wherever they are needed. On the other hand, the postmaster of Calcutta would be responsible for the management of the post-office, and to him the Government and the public would look for a proper administration of its affairs.

Construction of a new Post-office in Calcutta.

89. The next essential step preliminary to the introduction of any high degree of order, regularity and despatch into the Calcutta Post-office, is the abandonment of the present unsuitable building, and the construction of a new one. A plan and estimate for a new Post-office, at a cost of *Rs.* 1,62,670, has already been submitted to Government, and sanctioned by the Honourable Court of Directors; and its construction ought not to be delayed. I have been unable to obtain a copy of this plan, which appears to have been mislaid; but I have no doubt that a convenient, substantial and handsome Post-office, large enough to meet the requirements of Calcutta for a century to come, and capable of enlargement at any future period, may be built for less than the sum sanctioned. The plans of the London, Edinburgh, Dublin, and Bombay Post-offices are in the possession of Government, and from them a suitable plan for a Calcutta Post-office may without difficulty be made out.

Unnecessary number of departments in the General Post-office.

Time check and Record departments.

90. The business of the Calcutta General Post-office is complicated by sub-division into more departments than are needed. The correspondence branch, for instance, should include the Time check and Record departments; and the Account and Cash departments might with great advantage and economy be combined under one head. Now that the number of registers and statements has been reduced by the abolition of detailed registry, and is likely to be still further diminished if the changes we have proposed meet with the approval of Government, the records of each department might either be kept by one of the clerks of that department, or put in charge of the clerk who keeps the records of correspondence. The business of checking the time of the mails might most conveniently be performed in the correspondence branch of the office.

91. Neither

Account and Cash departments.

91. Neither the accountant nor the cashier has sufficient work to occupy the time of one person; and the number of clerks attached to the former is far greater than under a proper arrangement of business could possibly be required. Considering that the business of the accountant is confined to the accounts of the General Post-office itself, and that even the steam accounts of the office are prepared in the Steam department, it is preposterous that, in addition to a cashier with a deputy and clerks, on salaries amounting to *Rs.* 233 a month, there should also be an accountant and seven clerks receiving salaries to the amount of *Rs.* 394 a month. At the Bombay General Post-office, where, in addition to the business of the offices, the accounts of every post-office in the Presidency are checked, and compiled into a general monthly account, the number of clerks in the combined establishment of cash and account is only four, and the aggregate amount of their monthly pay *Rs.* 360; and in the North-west Provinces the whole establishment of the Postmaster-general's office, where, in addition to the other business of the department, the steam and general accounts of all the post-offices in those provinces, including the Punjaub, are checked and compiled, consists of 10 clerks, whose monthly salaries amount altogether to only *Rs.* 560. If the use of stamps be made compulsory in all cases of prepayment, and enforced by a double charge on bearing letters, the business of this branch will be greatly simplified and reduced.

Superintendent.

92. With an independent postmaster at the head of the Calcutta General Post-office, residing in the premises, and untrammelled by any other duties than those of the office over which he presides, the situation of superintendent would be useless, and might, in my opinion, be very properly abolished. The present incumbent is a highly deserving public servant, of very old standing, with whose emoluments or position it would be injudicious and unjust to interfere; but on a vacancy the office ought to be abolished, and the saving applied to the improvement of the salaries of other officers on the establishment, which are far too low with reference both to the actual work and responsibility imposed upon them, and to the ordinary rate at which the clerks in other public offices at the Presidency are remunerated. No such officer as a superintendent is entertained at the Bombay General Post-office, though the amount of business there is greater* than at Calcutta.

Inland letter mail receipt department.

Sorting.

93. The first improvement of which the routine of business in this department is susceptible is in respect to the sorting of letters after the mails are opened. At present the operation of preparing letters for delivery occupies six hours, and in order to have the work completed by 10 A.M., one of the mail openers is obliged to attend at 4 o'clock in the morning, while no mails arriving after 9 A.M., can be sent out until the evening delivery. The process might be greatly simplified with advantage both to the public and the Post-office, and without any appreciable risk of the loss either of letters or postage.

94. The clerk who opens the mails should compare, as he now does, the contents of each packet with the chellan. He should first take out the registered letters, if there are any, and set them aside after carefully examining them; and should then file the chellan, and sort the letters into paid (including service), unpaid, and forward. The letters should then be stamped. Those which are unpaid should be sorted by themselves into divisions, and an account taken of the number of unpaid letters for each division, and of the postage due upon them. The paid and service letters should also be sorted by themselves into divisions. The sorting clerks should check the weight and postage of the letters, and upon those addressed in English they should write in Bengalee, for the guidance of the delivery peons, the name of the party addressed. The letters of each division should then be given over to the head or jumma peon of the day, who should give a receipt in the gross for the number of letters, and an acknowledgment of the postage due upon those which are unpaid. Each jumma peon should then distribute them among the other peons of his division according to their beats, and should take from each peon a receipt for the gross number of letters, paid and unpaid, made over to him for delivery, and an acknowledgment of the gross amount of postage due on the latter. The registered letters, after being carefully compared and entered, should be made over to the delivery peons, with a list, and with the printed form of receipt, to be filled up by the persons to whom such letters are delivered. The keeping of detailed lists of ordinary letters by the peons should be altogether prohibited. A clerk would superintend the sub-sorting of the letters by the peons, and be ready to explain the direction of letters about which there might be any doubt. The abstract registers, if necessary, could be

* COMPARATIVE STATEMENT of Letters despatched in One Month from the *Calcutta* and *Bombay* General Post-offices.

	Calcutta.	Bombay.
Inland covers	93,894	86,062
Steamer covers	16,747	38,751
Ship covers	3,853	1,512
TOTAL	114,494	126,325

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be prepared during the day from the filed chellans. The operation of sorting for delivery will, of course, be greatly expedited if there be one uniform rate of postage on all single letters without reference to distance, and if the number of unpaid letters be reduced to a minimum by the double charge. The delivery peons have long ceased to keep detailed lists of paid steamer letters, and there is no reason why the business of the Post-office should be any longer retarded by the observance of the practice in regard to other letters.

Delivery.

95. The number of peons in many of the divisions is insufficient, especially in the fourth, fifth, sixth and ninth divisions. The superintendent of the General Post-office is of opinion that nine more are required; and this number, I conceive, is necessary to insure a double delivery in all parts of Calcutta, even with the assistance of a window delivery at the General Post-office, and the reduction of labour consequent upon uniformity and prepayment of postage. The boundaries of each division, and of the beat of each peon, should be carefully laid down, and a map with a list of the streets in each beat should be prepared, and kept in the General Post-office. The recent survey of Calcutta and the suburbs affords complete means of accomplishing this object.

Accelerators.

96. There should be at least four accelerators for conveying the peons of the more distant divisions to their beats. They should be light vans or omnibuses drawn by two horses, and capable of carrying six peons with their bags, besides a coachman and groom. The coachmen should be natives, and the inspectors should not be employed on that duty.

97. One of the accelerators should proceed by Esplanade-row, Chowringhee-road, and Park-street to the Burial-ground, and take the peons of the 7th, and some of those of the 9th division.

Another should go across the Esplanade by the Old Course to Kidderpore-bridge, taking the peons of the 8th and some of the 9th division.

Another should proceed by Bow Bazar to Sealdah, and thence along the Circular-road to Simlah, taking the peons of the 6th and some of the 4th division.

And the fourth should go by the Chitpore-road to Cossipore.

98. The limits of the divisions should be carefully laid down with reference to convenience of inspection, and the beats of the peons arranged in such a manner that the accelerators may be made most useful in conveying the peons to points contiguous to places at which there is usually the greatest number of letters to be delivered.

Inspectors.

99. The inspectors should be employed exclusively in the duty of inspection. They should be furnished with specific instructions by the postmaster, and should visit every part of each peon's beat at least once a month, and report all irregularities in the delivery of letters with which they become acquainted. The business of examining the peons' accounts and bags at the General Post-office should be performed by a clerk. Three inspectors would, in my opinion, be sufficient for the duty.

See Enclosure (D).

100. Mr. Tayler, the Postmaster-general, in a note on this subject, which I append, after explaining that the collection of postage on unpaid letters is the great bar to speedy and regular delivery, which can only be removed by compulsory prepayment, recommends the employment of a higher class of delivery peons who can read English, and the distribution of letters by cart. Mr. Tayler thinks that a smart European in a light mail cart, with one or two peons under him, would command more attention and respect from the community than a native peon; but, independent of the expense of such a scheme, it appears absurd and hardly humane to resort to European agency for the delivery of letters in a climate like that of Calcutta, and moreover it is very doubtful whether, when once a letter-carrier has reached his beat, he could not on foot deliver letters quicker than if he were to be carried from door to door in a mail cart.

Peons.

101. In my opinion it would be difficult, if not impossible, to find a class of men on the whole so well adapted for the duty of letter-carriers as the Mussulmen burkuras, who are now employed for the purpose; but they are not sufficiently paid for their labour, or for the pecuniary responsibility imposed upon them, and the cash security they are required to deposit. Eight rupees a month is very small wages for men who are entrusted with the delivery of valuable letters and parcels, and the daily collection of considerable sums of money; and is found indeed to afford no sufficient inducement to parties to take the situations, unless accompanied with the hope of deriving profit from unauthorised sources. Ten rupees a month, the lowest wages of a bill-collecting sirkar, ought to be the minimum wages of a delivery peon of the Post-office, and the prospect of an increase to *Rs.* 12 and *Rs.* 15 a month ought to be held out to those who are distinguished by good and faithful service, and who make themselves more useful by learning, as some of them have already done, to decipher addresses in the English and other European languages. If this addition be made to the pay of the peons, it will be more practicable to check, and perhaps put a stop to the demand for extra payment, which is now systematically made on the delivery of native letters, and almost as systematically submitted to. The peons might also, if acquainted with English, be employed as sorters in the Post-office as well as letter-carriers.

Window delivery.

102. The establishment of a window delivery at the General Post-office will be a great and direct accommodation to a large portion of the public, and tend indirectly, by relieving the peons of a considerable amount of labour, to expedite the delivery of letters to the whole town.

town. Great numbers of persons now send their servants to the General Post-office to receive their letters from the peons, instead of waiting for them until the peon arrives at his beat; and it would obviously save much trouble if such letters, instead of passing through the hands of the peons, were delivered at the window, by a clerk, direct to the known servants of parties sending for them. The only difference this arrangement would make in the routine of the department, would be that the sorting-clerks would have to sort the letters in ten instead of nine divisions, the tenth comprising the letters of those persons who have applied to the General Post-office to have their letters delivered at the window. An account would then be taken of the number of letters and the amount of postage due on those unpaid, and the letters would be made over to a clerk for delivery instead of to the peons. A window delivery of this kind has long existed at Bombay, and is greatly resorted to by the mercantile public. It was also introduced into Calcutta some years ago, and failed; because the letters, before being delivered at the window, had to pass through the hands of the peons, and appear in their accounts. The public therefore found that they could get their letters sooner from the peons than at the window.* The servant of each party desiring the accommodation would have to be furnished with a badge or ticket, on presentation of which, and on payment of postage due, the letters would be delivered to him.

New furniture.

103. To carry these improvements into effect, the General Post-office must be fitted with substantial and suitable sorting desks and tables, after the pattern of those used in the London General Post-office and at Bombay, instead of the ricketty and inconvenient tables and benches with which it is now furnished. Each sorting desk should be provided with ten compartments or boxes for the letters of the ten divisions of delivery, including the window; and the peons should sort the letters into beats upon a large table, breast-high, where their proceedings would be open to the inspection of the manager.

Inland letter mail despatch department. Discontinuance of receipts.

104. In the Letter Mail Receipt department, the first improvement that may follow the introduction of prepayment by means of stamps is the entire discontinuance of the present system of giving receipts (except for registered letters), and the substitution of the practice, which is believed to exist in every other country where there is a Post-office, of dropping letters into letter-boxes. The delay which attends the posting of letters at present is described in the 6th paragragh of my letter to the Government of Bengal, dated the 9th October 1850; and it is obvious that when a receipt has to be given for every letter separately, and the weight and postage of each letter separately entered in the sender's dawk book, great delay, even under the best system that could be contrived, is unavoidable.

105. So long as stamps are not provided for the public, it would perhaps be unadvisable to deprive them of the security which the Post-office receipt gives them against the dishonesty of their own servants; but when it becomes optional either to prepay postage by means of stamps, or to send letters unpaid, the receipt may certainly be dispensed with. The system of special registration enables all parties desirous of obtaining a receipt for their letters to do so. It ought to be at once ruled that no receipt shall hereafter be given for unpaid and service letters, but that they shall be dropped into letter-boxes.

106. The plan of receiving letters at different windows according to divisions, is also the cause of much unnecessary delay, as it frequently happens that letters addressed to places in different divisions are entered at once in the same dawk book, which has to be handed backwards and forwards from one window to another. This will also be obviated, so far as unpaid and service letters are concerned, if these letters are dropped into boxes. But letters of which the postage is prepaid in money, should be received indiscriminately at any window without reference to their destination, and then, after being checked and stamped, should be sorted into divisions for despatch. The difference of postage on undercharged paid letters would be recovered, not from the receiver, but from the persons to whom the letters are addressed.

107. Unpaid letters, after being taxed and stamped, would be sorted in like manner into divisions; and the same process would be observed with service letters; with this addition, that the postage on service letters must be charged to the several departments, from which they are sent. Letters sent from the town receiving houses would be sorted in the same way, an account being taken of those upon which the postage is prepaid in money.

108. In this department, as in that of receipt, the accommodation afforded by the present building is incompatible with order or celerity in the despatch of business, or with that degree of supervision which the manager ought to exercise over the subordinate clerks and other officers. The windows are ill-contrived for the receipt of letters, having been originally intended for no other purpose than to admit light to a store go-down. Each receiver is provided with a small table, on which stands a box and a pair of scales, such as are usually found in portable medicine chests, suspended on a small wooden frame. On this table the letters accumulate until the checkman comes to take them away. The box is for the receipt of

* *Note.*—The convenience of a window delivery would be especially felt in the earlier distribution of ship letters, of delay in which the merchants now complain. There might be a window delivery on the arrival of every ship; though there cannot, without considerable increase of force, be more than two peon deliveries in the 24 hours.

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of money, and is not even furnished with a slit, but has to be opened every time that money is given in payment of postage to the receiver. The checkmen sit upon the floor, or rather upon a wooden platform raised a few inches from the floor, to save them from the damp; and, without any mechanical appliances whatever to assist them in their work, they weigh the letters in scales such as the receivers have, but unprovided with wooden frames, and sort them in little heaps before them. The state of the furniture in the despatch room I have already described in paragraph 14 of my letter of the 9th October; and I have only to add, that the space allotted to this part of the business is much too small, that the plan upon which the compartments or pigeon-holes allotted to each line of road or division are arranged is ill-adapted for despatch, and that the room is very imperfectly lighted.

109. On this last point the manager states :—"The complaints of insufficient light are frequent. The assistants complain almost every night that they cannot see properly, and mistakes arise from this cause also. In the whole room there are about six or eight single wall shades, and on the tables there are a few wax candles without shades, some on small ricketty candlesticks and some on chillums. But the greater part of the light is from small oil lamps burning on the tables, which I consider unsafe as well as insufficient. The lights are supplied by contractors. When I remonstrate with them on the badness of the light, they reply that they cannot afford to give better.

"I have reported this to the superintendent, and I believe he has also remonstrated with the contractors.

"I think I have mentioned the want of sufficient light to the Deputy Postmaster-general. He has taken notice of it, and things have mended for a few days, but not permanently.

"I am not acquainted with the terms of the contract, but it is generally believed in the office that the contractor is bound to supply as much light as is necessary. This he does not do. He generally brings the usual number of lights at the beginning of the evening, which number I think insufficient; and in the course of the evening his servants take away the lights gradually long before they can properly be dispensed with. Thus, when the work of one division closes, the lights are taken away from the table, and the room is left in comparative darkness, though the examiners of the other divisions are still employed."

See Enclosure (E.)

110. By the terms of his agreement, which is appended, the contractor is bound to furnish oil, wax candles, and other articles required for the service, in quantities actually required from time to time.

111. The department should be furnished with convenient tables for the receivers, containing two drawers, one for the receipt of letters, and the other for money, both to be dropped through slits on the face of the table, and the letters to be carried away by the sorters, as they accumulate. The practice of giving change, which is contrary to the rules, should also be strictly prohibited. The windows and letter-boxes should be closed punctually at the hour named for that purpose; and all letters presented after that time, whether previously brought within the Post-office premises or not, should be charged with the late letter fee.

112. The checkmen or sorters should be provided with suitable desks, after the model of those used in the London General Post-office; and the despatch tables should be constructed so as to provide a conspicuously marked and readily accessible compartment for every post-office to which mails are sent, and leave room for a further extension of the system.

Receiving houses.

113. The number of receiving houses in Calcutta is not sufficient for the wants of the public; and there are numerous places where letter-boxes might be placed for the reception of stamped and unpaid letters without any expense beyond that of a peon to collect the letters after a certain hour, and bring them to the General Post-office. One peon, indeed, would suffice for several letter-boxes. I have no doubt that many respectable people, shopkeepers and others, would be found willing to take charge of a letter-box of this description, and personally to superintend the opening of it at a fixed hour every afternoon, when the letters could be transferred to a locked bag with a slit in it, which should be kept by the peon, but opened only at the General Post-office. A memorandum of the number of stamped and unpaid letters might at the same time be prepared and dropped into the bag. There is no Post-office or receiving house on the right bank of the Hooghly; but persons living at Howrah and the other suburbs in that direction are obliged to send their servants across the river* to post their letters, either at the General Post-office, or at one of the present receiving houses. There ought certainly to be a receiving house at Howrah, and another in the native town in the direction of Simlah, besides letter-boxes at convenient† spots in every main street and place of public resort, and at every police thana.

114. The despatch of letters being so much simplified, the more distant receiving houses and letter-boxes might be kept open until 5 P.M., and those nearer the General Post-office until 5½ P.M. every day. The peons who take the letters from the receiving houses and letter-

* Professor Street, of Bishop's College, states that when a hurkura is sent to Calcutta he makes nearly a whole day of it.

† This is suggested by the Trade Association.

letter-boxes to the General Post-office might also be authorised to receive stamped and unpaid letters on payment of one anna on each letter, the letter and the anna to be dropped into the locked bag with which each peon would be provided. The receiving houses should be distinguished by a board having the words "Post Office" in English and Bengalee painted either in black letters six inches high on a white ground, or in white letters six inches high on a black ground, and placed conspicuously against the house where the letters are received. A convenient letter-box should be provided for each receiving house, into which letters might be dropped by parties without the intervention of the receiver, and the words "Letter Box' should be painted upon it in legible characters both in English and Bengalee. It should be the duty of the inspectors to see that the receivers* attend punctually at their offices, and perform their duty to the satisfaction of the public.

Calcutta district post.

115. There can be little doubt that a district post for Calcutta and its vicinity, if properly organized, so as to provide even for four regular deliveries daily in the city, and two in the suburbs, would afford great accommodation to the inhabitants, and would ultimately be found remunerative. At present, letters and parcels are received at the General Post-office only for local delivery. Those posted between 10 A.M. and 2.30. P.M. are sent out for delivery the same day, and those posted after 2.30. P.M. are delivered the following morning. Under this system the number of letters posted during one month in a city, which (exclusive of the suburbs) is supposed to contain a population of nearly 400,000, was 401. This, however, is no criterion of what might be expected if greater facilities were given, for it is obvious that at present the Calcutta local delivery is available only for residents in the near vicinity of the General Post-office. It is impossible to guess at the number of persons regularly employed by Government, by mercantile houses, and by private individuals, for the sole purpose of conveying letters and messages from one part of the town to another; but it seems probable that the expense necessary for establishing two additional deliveries daily (the present delivery peons would take out the district post letters at 10 A.M. and 3 P.M.), might be met by a reduction in the number of chuprassies now maintained in public offices for no other object than that of conveying letters to and from the office to which they belong. At present official or service letters are not received at the General Post-office for local delivery, but all such letters are delivered by the peons or chuprassies of the offices from which they are issued. With an additional force of 32 delivery peons,† costing *Rs.*320 a month, and four additional receiving houses at a total monthly cost of *Rs.*100 (which would also be available for the General Post), arrangements could be made for delivering letters four times a day in all parts of Calcutta, within four hours from the time of posting. Among other questions which I circulated to the Trade Association, and to many of the principal European and native merchants and residents of the place, were some relative to the establishment of a district post in Calcutta; and though it appears from their answers that many circumstances, chiefly, perhaps, the low rate of wages, and the custom of keeping a large retinue of servants, would tend to postpone the time at which the public at large might be expected fully to appreciate the arrangement, and to avail themselves of it, yet that if regulated with punctuality and with due regard to the convenience of the native public, it would be resorted to by many‡ from the commencement, and at no distant period by all. The most convenient arrangement, in the first instance, would perhaps be that letters put into the receiving houses before 8 A.M., or into the General Post-office before 9 A.M., should be sent out for delivery at 10 A.M.; that letters put into the former before 11.45. A.M., or the latter at 0.30. P.M., should be sent out at 1 P.M.; that letters put into the former before 1.45. P.M., or the latter at 2.30. P.M., should be sent out at 3 P.M.; and those put into the former before 5 P.M., or the latter before 6 P.M., should be sent out at 7 P.M. The second and fourth deliveries need not extend to any part of the suburbs not included in a circle of two miles from the General Post-office. These, however, are matters of detail which would have to be arranged by the Postmaster-general.

Ship and Steam department.

116. The observations I have made relative to the receipt and delivery of letters in the Inland department are generally applicable to the Ship and Steam departments, but no great improvement can be made in the internal arrangements of this branch of the General Post-office, until a new Post-office is built. At present the whole business, including the correspondence and accounts, the opening and closing of the mail boxes, the sorting of the inward mails for delivery, and outward for dispatch, the receipt of letters at the window, and the distribution of them among the delivery peons, is all carried on in one room, the dimensions of which are 62 feet by 36½ feet, but which is divided by a range of thick masonry

* The receivers ought to live at the receiving houses. At present they have to walk a considerable distance to their daily business, and this is the cause of their irregularity.

† 1st division - -	2 peons.		7th division - -	4 peons.
2d ditto - -	2 "		8th ditto - -	4 "
4th ditto - -	4 "		9th ditto - -	6 "
5th ditto - -	4 "			—
6th ditto - -	6 "		Total - -	32

‡ The Principal of Bishop's College; Messrs. Watts & Co., boot and shoemakers; Messrs. Cook & Co., livery stable keepers; Messrs. Harman & Co., tailors; the New Oriental Life Insurance Company; Messrs. R. Lepage & Co., Messrs. Hamilton & Co., Baboo Jykishen Mookerjea, Messrs. Dykes & Co., coach-builders; Messrs. W. Thacker & Co.

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masonry pillars running along its whole length, and crowded with presses, desks and tables, necessary for some purposes, but seriously obstructive to business requiring despatch. Sometimes it happens that one monthly steamer arrives at, and the other leaves the port on the same day, and then the confusion is very great. On days of extraordinary pressure, the receiving windows of the Inland department are open for the receipt of steam letters; but then the business of that department is retarded, and the despatch of the mails delayed to a later hour than usual. The unpaid Calcutta letters which arrive by the steamer have also to be taken away and sorted in a room in another part of the building.

Re-direction of letters.

117. Considerable time is lost in separating the Calcutta from the forward letters, partly from the circumstance of parties changing their residence and imposing upon the Post-office the trouble of re-directing their latters, instead of giving proper instructions to their correspondents; but chiefly because persons in England are ignorant of the proper mode of directing their letters to India. This evil would be in some degree remedied if the London General Post-office were furnished with a correct list* of Indian post-offices, and opposite to each the name of the Presidency by which steamer letters should be sent; and if the English public were requested to confine the addresses of their letters to the name of the persons addressed, the Post-office, and the Presidency, the letters might then, without difficulty, be sorted at London, into "Calcutta" and "Forward," and the time occupied in preparing the mails for delivery still further expedited. At present it occupies 12 clerks nearly a whole day to re-direct the forward letters. This operation would also be shortened if the letters were properly addressed in England. It might even be advisable to declare that no instructions for the disposal of letters by parties changing their residence should be in force in the ship and steam department for more than three months, and that after that period all letters should be forwarded according to their addresses, and left to find their way to their destination through the channel of the dead letter office.

Sorting-office on board the steamer.

118. It has been suggested that the steamer letters for Bengal should be sorted on board the steamers, so as to be ready for delivery on the arrival of the steamer at Garden Reach. The expense of this plan is perhaps a conclusive objection to it, the cost of a cabin for the purpose being estimated at *Rs.* 5,000† a month, besides the salary of a clerk. It would be for the exclusive benefit of the inhabitants of Calcutta, as the forward letters cannot be dispatched until the regular hour for the departure of the mail; and, if the arrangements above recommended be made, the whole of the Calcutta letters may be sent out for delivery within an hour and a half after the arrival of the mails at the General Post-office, and within two hours after the arrival of the steamer at Garden Reach. But the sorting of the letters on the steamer is liable to a more serious objection than that of cost and comparative inutility. It is obviously not desirable to leave the uncontrolled assortment of the important and valuable correspondence conveyed in the Peninsular and Oriental Company's steamers in the hands of one or more office clerks, during the passage from port to port. I am not aware that such a practice has been introduced in Europe; and the case of a railway locomotive sorting-office, where the utmost expedition is required to get through the work in time, is not analogous.

Banghy department.

119. The accommodation afforded to the banghy department of the General Post-office by the present building, does not admit of great improvement in the conduct of business in that department. What is chiefly required is a well-lighted and spacious room in which the whole operation should be under the eye of the manager, and where the property of the public may be more secure from depredation than has heretofore been the case. Parcels not despatched the very day on which they are posted should be locked up, as valuable property, in a secure place, and the key deposited with the Deputy Postmaster-general, or the principal officer residing on the premises. It seems quite needless to prepare a registry of parcels received, when the duplicate chellans of which the registry is a mere transcript are filed in the office.

Dead letter department.

120. As respects the management of business in the dead letter department of the General Post-office, I would suggest the discontinuance of the publication of unclaimed native letters in the Calcutta and Bengalee gazettes. Up to the 1st May 1850, it never had been the practice to publish a list of unclaimed native letters, though the rules of the Post-office required it; but the rule is now observed in compliance with an order of the Government passed in 1848. The "Calcutta Gazette" is only sent to a few of the principal Government officers, and is not read by natives. The circulation of the "Bengalee Gazette" is also almost entirely confined to public offices; and though more read by natives than the "Calcutta Gazette," is certainly not accessible to that class who are likely to have letters to their address lying unclaimed at the Post-office. The publication of these lists, since May 1850, does not seem to have led to more than 12 applications for unclaimed letters, and all the expense of printing has been incurred in vain. The "Bengalee Gazette" does not circulate in the province of Behar, and yet all letters remaining unclaimed at the post-offices in Behar are published in it. The lists in the "Calcutta Gazette," though they contain letters addressed in Persian and Hindee, are drawn out exclusively in Bengalee, and are circulated.

* An imperfect list of Indian post-offices is published in Kelly's "Postal Directory."
† Postmaster-general to Government, No. 134, 13th December 1845.

circulated all over Behar and the North-west Provinces, where the people cannot read that language.

121. The rule requiring the publication of lists of native letters has never been acted upon in Madras, Bombay, or the North-west Provinces, and ought to be abrogated as useless, and involving unnecessary expense. The course I would suggest for native letters is, that after every reasonable exertion has been made to deliver them, a list of those made remaining every day should be prepared daily, and stuck up for a fortnight in a conspicuous place in the Post-office, where it can be seen by all parties coming to post their letters. The addresses of Bengalee letters should be entered in the list in that language, and those of other native letters both in Bengalee and in the language in which they are written. This, I think, is all that can be reasonably expected of the Post-office, and all that can be done with any chance of useful effect. The proper direction in which efforts must be made to ensure the delivery of native letters is by increasing the efficiency of the letter-carriers, and subjecting them to close and systematic inspection.

122. The publication of English letters in the "Calcutta Gazette" is necessary for the information of the servants of Government who are liable to be removed on duty from one part of the Presidency to another, for that of mariners and others coming from beyond sea, and for that of the numerous Europeans who are scattered over the country, and who, if they have not themselves access to the gazette, find means to obtain the information it affords. The publication of the English lists always occasions numerous applications for unclaimed letters, and ought therefore to be continued.

123. If the Postmaster-general's office be separated from the Calcutta General Post-office, a considerable part of the business of the dead letter department would also have to be transferred. The remainder should be performed by one of the clerks of the inland letter mail receipt department, and the separate department abolished.

Present establishment of Calcutta General Post-office.

124. The present establishment of the Calcutta General Post-office is as follows:—

	Rs.	a.	p.	Rs.	a.	p.
Postmaster-general	2,000	–	–			
Deputy Postmaster-general	700	–	–			
Superintendent	300	–	–			
				3,000	–	–
Accountant's Department:						
Accountant	160	–	–			
Deputy Accountant	67	14	10			
Clerk	35	–	–			
Ditto	35	–	–			
Ditto	30	–	–			
Ditto	26	2	–			
Ditto	20	–	–			
Ditto	20	–	–			
				394	–	10
Treasurer's Department:						
Treasurer	150	–	–			
Deputy Treasurer	60	–	–			
Podar	8	–	–			
Clerk (Native)	10	–	–			
				228	–	–
Dawk Bearers' Department:						
Head Clerk	30	–	–			
Clerk	20	–	–			
Ditto (Native)	10	–	–			
				60	–	–
Correspondence Department:						
Head Clerk	100	–	–			
Clerk	35	–	–			
Ditto	47	–	5			
Ditto	30	–	–			
Ditto	40	–	–			
Ditto	25	–	–			
Ditto	25	–	–			
Ditto	15	–	–			
				317	–	5

	Rs.	a.	p.	Rs.	a.	p.
Ship and Steam Department:						
Manager	150	–	–			
Clerk	95	–	–			
Ditto	40	–	–			
Ditto	40	–	–			
Ditto	40	–	–			
Ditto	25	–	–			
Ditto	25	–	–			
Ditto	20	–	–			
Ditto	20	–	–			
Ditto	20	–	–			
Ditto	16	–	–			
Ditto	15	–	–			
Ditto	12	–	–			
Ditto	20	–	–			
Ditto	16	–	–			
Ditto	10	–	–			
Ditto	10	–	–			
				574	–	–
Letter Mail Receipt Department:						
Manager	100	–	–			
Clerk	100	–	–			
Ditto	80	–	–			
Ditto	60	–	–			
Ditto	30	–	–			
Ditto	26	–	–			
Ditto	20	–	–			
Ditto	30	–	–			
Ditto	20	–	–			
Ditto	20	–	–			
Ditto	16	–	–			
Jemadar of Mails	16	–	–			
Assistant	12	8	8			
Ditto	12	–	–			
Ditto	12	–	–			
Ditto	10	–	–			
				564	8	8
Head Inspector	47	–	–			
Second ditto	24	–	–			
Third ditto	23	–	–			
Fourth ditto	21	–	–			
				115	–	–

(continued)

	Rs.	a.	p.	Rs.	a.	p.
Letter Mail Receipt Department—*cont*[d]						
2 Clerks (Native), at *Rs.* 6	-	-	-	12	-	-
45 Delivery Peons, at *Rs.* 8	360	-	-			
1 ditto	6	-	-			
2 ditto, at *Rs.* 6. 4. 4.	12	8	8			
				378	8	8
Letter Mail Despatch Department:						
Manager	100	-	-			
Clerk	30	-	-			
2 ditto, at *Rs.* 25	50	-	-			
3 ditto, at *Rs.* 20	60	-	-			
Ditto	40	-	-			
Ditto	20	-	-			
2 ditto, at *Rs.* 15	30	-	-			
Ditto	26	2	-			
Ditto	17	-	-			
2 ditto, at *Rs.* 20. 14. 5	41	12	10			
2 ditto, at *Rs.* 17	34	-	-			
2 ditto, at *Rs.* 20	40	-	-			
Ditto, at *Rs.* 10	10	-	-			
5 ditto, at *Rs.* 10	50	-	-			
Ditto	12	8	8			
3 ditto, at *Rs.* 12	36	-	-			
4 ditto, at *Rs.* 12	48	-	-			
				645	7	6
Forward Department:						
Clerk	26	2	-			
Ditto	20	-	-			
Ditto	15	-	-			
				61	2	-
Miscellaneous Department:						
Head Clerk	100	-	-			
2 Clerks, at *Rs.* 25	50	-	-			
Clerk	20	-	-			
Ditto	16	-	-			
Ditto	25	-	-			
2 ditto, at *Rs.* 20	40	-	-			
				251	-	-
Record Department:						
Clerk	25	-	-			
Ditto	20	-	-			
				45	-	-
Time Check Department:						
Clerk	20	14	5			
Ditto	20	8	8			
Ditto	20	-	-			
				61	7	1
Banghy Department:						
Manager	100	-	-			
2 Clerks, at *Rs.* 20	40	-	-			
2 ditto, at *Rs.* 16	32	-	-			
Clerk	12	8	8			
Ditto	12	-	-			
Ditto	10	-	-			
Ditto	10	-	-			
				216	8	8

	Rs.	a.	p.	Rs.	a.	p.
Oriental Department:						
Moonshee	25	-	-			
Ditto	16	-	-			
				41	-	-
Servants:						
Postmaster-General's:						
Jemadar	8	-	-			
Naib ditto	7	-	-			
5 Peons, at *Rs.* 5	25	-	-			
				40	-	-
Deputy Postmaster-general's:						
3 Peons, at *Rs.* 5	15	-	-			
1 ditto	5	3	8			
				20	3	8
Treasurer's:						
1 Peon	-	-	-	5	-	-
Superintendent's:						
1 Peon	-	-	-	5	3	-
Dawk-bearer's Department:						
1 Sirdar Bearer	-	-	-	8	-	-
Ship and Steam Department:						
1 Peon	5	-	-			
Boat Establishment	31	-	-			
				36	-	-
Letter Mail Receipt:						
5 Peons, at *Rs.* 5	25	-	-			
Boat Allowance	3	2	-			
				28	2	-
5 Workmen	-	-	-	35	13	3
Miscellaneous:						
11 House Servants	69	7	9			
3 Duftries	21	-	-			
				90	7	9
Banghy Department:						
4 Bearers	16	2	10			
2 Packermen	12	8	8			
				28	11	6
Town Receiving Houses:						
1 Receiver	20	-	-			
Ditto	18	-	-			
4 Ditto, at *Rs.* 12	48	-	-			
6 Peons, at *Rs.* 4	24	-	-			
House Rent	18	-	-			
				128	-	-
Grand TOTAL - - *Rs.*				7,390	5	7

Abstract.

125. Of the above the following is an abstract, showing the number of officers, clerks, and servants on each grade of salary. It is proper, however, to mention here that 11 clerks, on an aggregate salary of *Rs.* 155. 8. 8. have been discharged by the present officiating Postmaster-general, in consequence of the recent abolition of detailed registry, leaving in actual employment 113 clerks, on an aggregate salary of *Rs.* 3,401, 10. 6.

ABSTRACT

App. (C.), No. 1.

ABSTRACT of the Establishment of the GENERAL POST-OFFICE.

—	Postmaster-general's Office.	Accountant's Department.	Treasurer's Department.	Dawkbearer's Department.	Correspondence Department.	Ship and Steam Department.	Letter Mail Receipt.	Letter Mail Despatch.	Miscellaneous Department.	Banghy Department.	Rs.	a.	p.
1 Postmaster-general	1	–	–	–	–	–	–	–	–	–	2,000	–	–
1 Deputy Postmaster-general	1	–	–	–	–	–	–	–	–	–	700	–	–
1 Superintendent	1	–	–	–	–	–	–	–	–	–	300	–	–
1 Clerk, on Rs. 160	–	1	–	–	–	–	–	–	–	–	160	–	–
2 ditto, on „ 150	–	–	1	–	–	1	–	–	–	–	300	–	–
6 ditto, on „ 100	–	–	–	–	1	–	2	1	1	1	600	–	–
1 ditto, on „ 95	–	–	–	–	–	1	–	–	–	–	95	–	–
1 ditto, on „ 80	–	–	–	–	–	–	1	–	–	–	80	–	–
1 ditto, on „ 67. 14. 10.	–	1	–	–	–	–	–	–	–	–	67	14	10
2 ditto, on „ 60	–	–	1	–	–	–	1	–	–	–	120	–	–
1 ditto, on „ 47. 0. 5.	–	–	–	–	1	–	–	–	–	–	47	–	5
5 ditto, on „ 40	–	–	–	–	1	3	–	1	–	–	200	–	–
3 ditto, on „ 35	–	2	–	–	1	–	–	–	–	–	105	–	–
6 ditto, on „ 30	–	1	–	1	1	–	2	1	–	–	180	–	–
3 ditto, on „ 26. 2.	–	1	–	–	–	–	–	2	–	–	78	6	–
1 ditto, on „ 26	–	–	–	–	–	–	1	–	–	–	26	–	–
11 ditto, on „ 25	–	–	–	–	2	2	–	2	5	–	275	–	–
3 ditto, on „ 20. 14. 5.	–	–	–	–	–	–	–	2	1	–	62	11	8
25 ditto, on „ 20	–	2	–	1	–	4	3	8	5	2	500	–	–
1 ditto, on „ 28. 8. 8.	–	–	–	–	–	–	–	–	1	–	20	8	8
3 ditto, on „ 17	–	–	–	–	–	–	–	3	–	–	51	–	–
1 ditto, on „ 18	–	–	–	–	–	–	–	1	–	–	18	–	–
8 ditto, on „ 16	–	–	–	–	–	2	2	–	2	2	128	–	–
5 ditto, on „ 15	–	–	–	–	1	1	–	3	–	–	75	–	–
3 ditto, on „ 12. 8. 8.	–	–	–	–	–	–	1	1	–	1	37	10	–
15 ditto, on „ 12	–	–	–	–	–	1	2	11	–	1	180	–	–
13 ditto, on „ 10	–	–	1	1	–	2	1	6	–	2	130	–	–
1 ditto, on „ 8	–	–	1	–	–	–	–	–	–	–	8	–	–
2 ditto, on „ 6	–	–	–	–	–	–	2	–	–	–	12	–	–
4 Inspectors	–	–	–	–	–	–	4	–	–	–	115	–	–
48 Delivery Peons	–	–	–	–	–	–	48	–	–	–	378	8	8
11 Workmen	–	–	–	–	–	–	5	–	–	6	64	8	9
3 Duftries	–	–	–	–	–	–	–	–	3	–	21	–	–
37 Servants	12	–	1	1	–	1	5	6	11	–	201	15	–
Boat Allowance	–	–	–	–	–	–	–	–	–	–	34	2	–
House Rent of Receiving-houses	–	–	–	–	–	–	–	–	–	–	18	–	–
230 TOTAL	15	8	5	4	8	18	80	48	29	15	7,390	5	7

126. It appears to me that if the Postmaster-general is relieved of all direct connection with the General Post-office, and if the improvements recommended in the general report of the Commissioners and in this memorandum be introduced, the business of both offices may be most efficiently conducted with the following establishments:

Proposed establishment.

	Rs.	a.	p.	Rs.	a.	p.
Postmaster-general	–	–	–	2,000	–	–
Postmaster-general's Office:						
Head Clerk	200	–	–			
1 ditto	80	–	–			
1 ditto	50	–	–			
2 ditto, at Rs. 30	60	–	–			
2 ditto, at Rs. 20	40	–	–			
1 Moonshee	20	–	–			
8				450	–	–
Postmaster of Calcutta	700	–	–			
Calcutta Post-office Correspondence Department:						
Head Clerk	150	–	–			
1 ditto	50	–	–			
2 ditto, at Rs. 30	60	–	–			
2 ditto, at Rs. 20	40	–	–			
1 Moonshee	20	–	–			
1 ditto	15	–	–			
				335	–	–

	Rs.	a.	p.	Rs.	a.	p.
Account and Cash Department:						
Accountant and Treasurer	200	–	–			
1 Clerk	80	–	–			
1 ditto	30	–	–			
2 ditto, at Rs. 20	40	–	–			
1 Podar	10	–	–			
6				360	–	–
Ship and Steam Department:						
Manager	200	–	–			
1 Clerk, at Rs. 80	80	–	–			
2 ditto, at Rs. 50	100	–	–			
2 ditto, at Rs. 30	60	–	–			
4 ditto, at Rs. 20	80	–	–			
10				520		
Inward or Receipt Department:						
Manager	150	–	–			
Clerk	80	–	–			
1 ditto	50	–	–			
2 ditto, at Rs. 30	60	–	–			
3 ditto, at Rs. 20	60	–	–			
8				400	–	–

	Rs. a. p.	Rs. a. p.
Outward or Despatch Department:		
Manager - - - - -	150 – –	
1 Clerk - - - - -	80 – –	
2 ditto, at *Rs.* 50 - -	100 – –	
4 ditto, at *Rs.* 30 - -	120 – –	
6 ditto, at *Rs.* 20 - -	120 – –	
14		570 – –
Receiving Houses:		
10 Clerks, at *Rs.* 15 - -	- - - -	150 – –
Banghy Department:		
Manager - - - - -	150 – –	
1 Clerk - - - - -	50 – –	
1 ditto - - - - -	30 – –	
2 ditto, at *Rs.* 20 - - -	40 – –	
5		270 – –

	Rs. a. p.	Rs. a. p.
Delivery Department:		
1 Head Inspector -	50 – –	
2 Assistants, at *Rs.* 25 -	50 – –	
10 Peons at *Rs.* 15 - -	150 – –	
15 ditto, at *Rs.* 12 - -	180 – –	
32 ditto, at *Rs.* 10 - -	320 – –	
		750 – –
4 Coachmen, at *Rs.* 10 -	- - - -	40 – –
Servants, &c. as at present,	- - -	339 9 9
4 additional Peons for receiving houses - -	- - - -	20 – –
	TOTAL - -	6,904 9 9
	Saving - -	485 11 10
		7,390 5 7

127. By this arrangement the number of clerks would be reduced from 125 to 69, and their average salaries increased from *Rs.* 30. 13. 8. to *Rs.* 44. 4. 5. The number of inspectors would be reduced to three, which, if they are confined to their proper duties, is sufficient; the number of delivery peons would be increased to 57, and the rate of their wages improved; and the number of receiving houses increased from 6 to 10. The purchase of two more accelerator carriages and of the horses necessary to draw them, as well as the keep of the horses, are in the nature rather of contingent than establishment charges; but it is probable they would amount to nearly *Rs.* 200 a month. The other parts of the arrangement, however, do not depend upon this. The change in the number and remuneration of clerks and delivery peons may be made with advantage, whether it be thought advisable to incur the expense of more accelerators or not.

128. There would then be on the establishment of the Postmaster-general, and of the ostmaster of Calcutta, 69 clerks of the following grades:

	Rs.		Rs.
3	on 200	- - - - - - - - -	600
4	on 150	- - - - - - - - -	600
5	on 80	- - - - - - - - -	400
8	on 50	- - - - - - - - -	400
14	on 30	- - - - - - - - -	420
23	on 20	- - - - - - - - -	460
11	on 15	- - - - - - - - -	165
1	on 10	- - - - - - - - -	10
TOTAL - - 69		TOTAL - -	*Rs.* 3,055

A force considerably greater and more highly remunerated than that employed at Bombay, where the whole business of the General Post-office is disposed of by an establishment of 45 clerks, the monthly amount of whose salaries is only *Rs.* 1822. Still I am not prepared, looking at the ordinary rate of salary allowed to clerks in other public offices in Calcutta, and to the onerous and responsible duties required of those employed at the Post-office, to recommend any lower scale of allowances for adoption at this Presidency.

Postmasters, Lower Provinces.

129. In the Lower Provinces of the Bengal Presidency, there are, besides the Calcutta General Post-office and its subsidiary receiving houses, 74 principal and 70 subordinate post-offices. There are also chowkeys or stations along the principal lines of road, where bearing and service letters are received for despatch, and for which packets are made up at the General Post-office. There is a postmaster at every principal post-office. The subordinate post-offices are under the management of a clerk, who is subject to the orders and control of the postmaster of some principal office. Thirty-two postmasters have subordinate post-offices under them, varying in number from one to seven. The other 42 postmasters have only a principal office.

130. The 74 postmasters may be classed thus:—

1. Paid, but holding other offices - - - - - - -	22
2. Paid, but holding no other offices - - - - - - -	7
3. *Ex officio*, unpaid - - - - - - - - - - -	45
TOTAL - - -	74

Of the paid postmasters holding other offices, 16 are medical officers, four military officers, and two harbour-masters. Two of the postmasters have salaries of *Rs.* 250, two of *Rs.* 200, three of *Rs.* 100, and 22 of *Rs.* 50 a month; the whole monthly expense of the postmasters being *Rs.* 2,300. At Kedgeree and Sumbulpore there are also assistant postmasters on *Rs.* 100 a month each. Of the unpaid postmasters, 34 are collectors or officers exercising the chief fiscal authority in the district, four are residents and political agents, one is a medical officer, and three are private persons. All the principal post-offices except two,

two, Fort Gloster and Keerpoy, are at stations where there are European officers of Government. At Patna there is a receiving office in the city, besides the principal post-office at the civil station. App. (C.), No. 1.

131. At five of the subordinate post-offices there are postmasters, three of them being officers of Government and two private individuals, but they are subject to the orders of the postmaster of the principal office. One of them receives a salary of *Rs.* 20 a month; the rest are unpaid. Of the 70 subordinate post-offices, 20 are at places at which civil officers of Government above the rank of a moonsiff are stationed, and the remaining 50 are at places where there is no officer above that rank.

132. Under the Government of Bengal there are 60 districts, including those of the Non-regulation Provinces and the Straits Settlements. In one of these districts, Hooghly, there are 12 post-offices; in another, Jessore, seven. In each of the districts of Burdwan, Behar and Bhaugulpore, there are six post-offices; and in those of Berhampore, Midnapore and Nuddea, five. In four districts there are four post-offices, in five there are three, in 12 there are two, and in 31 there is only one* each. There are also six post-offices under the Postmaster-general of Bengal in foreign territory, viz. three in Nagpore, one in Nepaul, one in Muneepore, and one in Cooch Behar.

133. Thirty-four of the subordinate post-offices in the Lower Provinces have been established since 1837; five at the recommendation of Captain Taylor, the agent for Post-office Inquiry, 16 at the request of the inhabitants, and 13 on the application of the local postmaster or other public officer. The postmasters being asked to state whether there were any places at which a post-office might be expected to pay its expenses, only 14 such places were indicated, and these are comprehended in 10 districts.

Postmasters, North-western Provinces.

134. In the North-western Provinces there is no General Post-office. It has been already stated that the Postmaster-general's office is entirely unconnected with any post-office, and his attention is exclusively given to the general management of the department.

135. In these provinces, including the Punjab, there are 72 principal and 125 subordinate post-offices, besides 17 receiving-offices in 14 of the large towns. There is a postmaster at every principal office, to whom the clerks in charge of the subordinate post-offices are subject, as in Bengal. Thirty-six postmasters have subordinate post-offices under them, varying in number from one to 14. The remaining 36 postmasters have only a principal office.

136. The 72 postmasters may be thus classed:—

1. Paid, but holding other offices - - - - - - -	35
2. Paid, but holding no other offices - - - - - - -	21
3. *Ex officio*, unpaid - - - - - - - - - - -	16
TOTAL - -	72

Of the paid postmasters holding other offices, 16 are medical and 19 military officers. One postmaster has a salary of *Rs.* 350, one of *Rs.* 250, two of *Rs.* 200, one of *Rs.* 175, five of *Rs.* 150, ten of *Rs.* 100, two of *Rs.* 80, two of *Rs.* 70, one of *Rs.* 60, and 31 of *Rs.* 50 a month; the whole monthly expense of postmasters being *Rs.* 4,835. Of the unpaid postmasters, 12 are collectors or deputy collectors of revenue, one is a deputy collector of customs, and three are military officers. All the principal offices are at stations where there are European officers of Government.

137. Of the 125 subordinate post-offices, 59 (including all those in the Punjab) are at military and civil stations, and 66 are at places where there are no officers of Government above the rank of Tehsildar or Moonsiff.

138. Besides these, there are 495 thanas in the North-western Provinces (exclusive of the Punjab), at which letters are posted for despatch by dawk to all parts of India, and received from all parts of India for delivery.

Mode in which the duties of postmasters are discharged.

139. With rare exceptions, both in the Lower and North-western Provinces of the Bengal Presidency, the postmasters confine their attention to the principal post-office over which they preside, and leave the subordinate post-offices to the uncontrolled management of the clerk in charge of it. Even at principal post-offices many postmasters exercise a mere nominal supervision, leaving the real business of the department to be conducted by the head clerk. Some postmasters are ignorant of the commonest rules of the department, and others

* That correspondence increases with the facilities afforded for conveying it on, is shown by the average number of letters despatched by post in each district, during a period of 28 days:

In each district having 1 post-office - - - - - -	1,551
" " 2 " - - - - - -	4,522
" " 3 " - - - - - -	2,607
" " 4 " - - - - - -	6,972
" " 5 " - - - - - -	8,720
" " 6 " - - - - - -	6,990
" " 7 " - - - - - -	8,242
" " 12 " - - - - - -	11,768

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others seem to conceive that their duty is fully discharged if they preside at the opening of the mails, and sign the correspondence and monthly accounts. There are some postmasters to whom this description is not applicable, but the exception is not confined to any particular class, whether paid or unpaid. The reason is obvious. *Ex officio* postmasters have little time to devote to the post-office, which, generally speaking, is of less importance than other public business on which they are engaged, and they feel that their responsibility for the proper management of the post-office will not be practically enforced. To public officers, who receive some additional allowance for looking after the post-office, the remuneration holds out no sufficient inducement to exertion. It is scarcely regarded as an equivalent for the trouble of a perfunctory supervision, and certainly affords no encouragement to a more active degree of interference. Moreover, in the case of medical officers, absence from the principal station is incompatible with their professional functions; and the salaries assigned to postmasters burdened with no other engagements are generally too low to command the services of properly qualified Europeans or East Indians; those being the classes from which it has hitherto been thought expedient that postmasters should be selected.

Pointed out by Mr. Tayler.

140. This unsatisfactory state of things was pointed out by Mr. Tayler, the Postmaster-general of Bengal, in his letter to Government, No. 100, dated the 4th May 1850, and a remedy suggested.

"The evil of the present system," he observes, "is that the actual duties of a very important and responsible office are in the hands of an unqualified ill-paid subordinate, the head of the office doing little or nothing himself, and maintaining a superintendence that in nine cases out of ten is merely nominal.

"The labour, therefore, without the responsibility, falls upon the moonshee, who, sometimes with and sometimes without a second assistant, discharges the multifarious duties of the office, and is subjected to the greatest of earthly temptations, *i. e.* the receipt and custody of cash, with unchecked facilities of corruption. The moonshee's direct remuneration varies from *Rs.* 16 to *Rs.* 30 a month. For this nominal recompense he performs the work, sometimes zealously and with energy; but his greatest zeal and most active energies are applied to the augmentation of his own resources, of which many ways present themselves efficacious towards the end proposed, but all pregnant with mischief to the department.

"For this state of things," Mr. Tayler observes, "there are two remedies:" one, "to purchase greater efficiency in the presiding officer;" and the other, "to purchase honesty and qualification in the working officer." The former object Mr. Tayler had previously endeavoured to attain, either by increasing the salaries of postmasters, or by combining the office with that of superintendent of roads in connection with the administration of the Ferry funds; but both these plans being deemed impracticable by Government, he submitted a scheme for the accomplishment of the latter.

Mr. Tayler's plan.

141. Mr. Tayler's plan was to make the collector or some other public officer *ex officio* postmaster at every station, and to make the salaries now paid to postmasters available for increasing the salaries* of the head native clerks at most of the principal post-offices in the Bengal Presidency, "with reference to the importance and responsibilities of the several offices."

142. After carefully considering this point of inquiry, I drew up the sketch of a plan, which I forwarded to the Postmasters-general of the Lower and North-western Provinces, for their opinion, requesting them to consider whether it would tend to produce greater speed and regularity in the dispatch of the mails, and provide for the efficient management of the several Mofussil post-offices.

"The dawk moonshees, at subordinate post-offices," I observed, "are now practically uncontrolled; that is to say, they are subject to no further control than that they submit their accounts and abstract registers monthly to the Sudder-office, and are liable, if complained against, to have their conduct inquired into by the postmasters. Subordinate post-offices are rarely, and, in most cases, never visited by postmasters. The control exercised by postmasters over the dawk moonshees at the sudder stations, is generally little more than nominal. An intelligent native, of the class from which dawk moonshees are now taken, is competent to perform, and in practice the great majority of the dawk moonshees do perform, all duties connected with the receipt and delivery of letters and parcels, the opening and despatch of mails and banghies, the laying of travellers' dawks, and the preparation of accounts. What the dawk moonshees cannot, or will not do, is the very essential duty of regulating the time at which the mails should be received and despatched, and of seeing

* *Note.*—Mr. Tayler proposed to have four classes of clerks, in 66 of the principal Post-offices, viz.:

8 Clerks, at *Rs.* 100	- - - - - - - - - - -	800
28 ,, ,, 75	- - - - - - - - - - -	2,100
24 ,, ,, 50	- - - - - - - - - - -	1,200
6 ,, ,, 25	- - - - - - - - - - -	150
66		4,250

At five Post-offices, Barrackpore, Dinapore, Dum-dum, Kedgeree, and Shergotty, Mr. Tayler recommended that no charge should be made; and three, Ramree, Sandoway, and Fort Gloster, are not included in the scheme. The additional cost, it was shewn, would be *Rs.* 220, or, excluding Singapore from the calculation, *Rs.* 490 a month.

seeing that they are conveyed with speed and regularity. Except during the rains, the state of the road has very little to do with delay in the conveyance of the mails, where they are carried by foot-runners. The delay is chiefly caused by the want of proper control over the runners, and over those who are appointed to control them, by the absence of a properly-regulated scale of rewards for extra speed and punishments for delay, and by the extortions of the persons through whom the runners receive their pay. These are matters which stationary postmasters, whether paid or unpaid, cannot be got to look into. They must be attended to by a locomotive officer having no other duties to engage him, or they will be always neglected."

Sketch of plan suggested by Commissioner.

143. The following is the sketch of the plan submitted for the opinion of the Postmasters-general:

"Except at a few important stations, as, for instance, Kedgeree, Sumbulpore, and Shergotty, the collector of the district, or the person exercising the powers or occupying a position analogous to that of a collector, to be *ex officio* Postmaster.

"The dawk moonshees to be made deputy postmasters; those at sudder stations to be of the first class, and those at subordinate stations to be of the second class.

"The details of each post-office to be conducted by and on the responsibility of the deputy postmasters, and the postmasters to exercise only a general control over the deputy postmasters' proceedings, to assist them in cases of doubt or difficulty, and to examine and countersign their monthly accounts.

"The deputy postmasters of the first class to correspond direct with the Postmaster-general on all general subjects, and all matters connected either with the sudder or subordinate post-office of their several districts, and to issue instructions to the deputy postmasters of the second class in the name and under the authority of the postmasters.

"The salaries of deputy postmasters to vary from *Rs.* 15 to *Rs.* 50 a month, there being a fixed number of each grade of salary. They should be appointed by the Postmaster-general on the recommendation of the postmasters, and promoted by the Postmaster-general according to his discretion.

"No deputy postmaster of the first class to be appointed or promoted, who does not understand English enough to write an ordinary letter, and Hindee and Bengalee enough to read the addresses of letters in those languages, and who is not also thoroughly acquainted with the business of the Post-office in all its branches.

"No deputy postmaster of the second class to be appointed who does not understand English, and either Hindee or Bengalee, enough to read addresses, and to read and write fluently one of those languages.

"A surveyor or inspector to be appointed for every —— districts, or every —— miles of post road, whose duty should be as follows:

"First. To see that the arrival and departure of the mails at and from each station are properly regulated, and that the mails are conveyed from station to station, and from chowkey to chowkey, with speed and regularity.

"Second. To see that the runners, banghy burdars, and dawk bearers are regularly paid their fixed salaries, and that both the runners and overseers are also paid the rewards to which they may be entitled for increased speed.

"Third. To inspect the post-offices, point out to the deputy postmasters any irregularities into which they may have fallen, and, if necessary, report such irregularities to the postmaster, or eventually to the Postmaster-general.

"Fourth. To report monthly, to the Postmaster-general, the average rate of speed at which the mails are carried in both directions along each line of road in each district, the particulars being obtained from the deputy postmasters.

"Fifth. To submit brief diaries of their proceedings for the information of the Postmaster-general.

"The surveyors or inspectors to receive fixed salaries varying from *Rs.* 100 to *Rs.* 200 a month, and an allowance of *Rs.* —— a day while actually travelling; also rewards for increased speed.

"The surveyors or inspectors to be appointed and promoted by Government at the recommendation of the Postmaster-general.

"No surveyor to be appointed who has not a good knowledge both of English and either Bengalee or Hindee, and who has not been found, by examination, to be thoroughly acquainted with the regulations, rules, and practice of the Post-office.

"The runners, banghy burdars, and dawk bearers to be paid as at present by the deputy postmasters through the overseers; but the monthly statement of rewards and fines to be vouched by the surveyor, before being submitted to the Postmaster-general for countersignature.

"Where the mails are carried by contract, or on lines of road under the authority of a special salaried postmaster, the employment of inspectors might not be necessary, though the services of an inspector are found useful in the Sumbulpore division of the Bombay road.

"It seems probable that six or, at the most, seven inspectors would be sufficient for the whole of the Lower Provinces. The whole amount of their salaries would not exceed *Rs.* 1,000 a month, and would be defrayed by the abolition of the paid postmasterships at

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at 18 stations,* but any addition to the deputy postmasters' salaries must be an increase of charge, though still much less than the additional expense of conveying the mails by contract."

Mr. Tayler's opinion of this plan.

144. With reference to this plan, Mr. Tayler writes:—" I think it likely to be a very successful one, but I would carry it out on a still more liberal scale. The system of supervision hitherto in practice has been the most inefficient conceivable. Collectors, with ability, but no remuneration or sense of responsibility as regards the Post-office, or medical officers with *Rs.* 50 a month, and no ability or leisure, have generally held the office. Everything has been left to an ill-paid moonshee, and everything, save the immediate duties of the station office, has been neglected. The proposed system would be an incalculable improvement, and I have no desire to cavil at any minor imperfections."

Mr. Bennett's opinion.

Mr. Bennett doubts whether *ex officio* or unpaid officers, who are stated to be already overworked, could find time, even if they had the inclination, to pay that attention to postal matters, which the important interests of the department and the introduction of a new system, with a view to its being worked efficiently, imperatively demand.

He considers that "it would be advisable to classify the dawk moonshees and their allowances according to their receipts and disbursements, and responsibility attached to their respective offices."

" There can be no objection," in Mr. Bennett's opinion, " to the dawk moonshees being responsible for the details of the offices which they personally conduct. Dawk moonshees are not likely to experience difficulty in ordinary or trifling matters of public business, and *ex-officio* postmasters might probably deem it expedient that orders, in matters of an extraordinary nature, should emanate from the Postmaster-general himself."

Mr. Bennett goes on to say, " If the deputy postmasters of the first class are to be considered competent to correspond with the Postmaster-general direct, on all general subjects, and on all matters connected with the sudder or subordinate post-offices of their respective districts, they might perhaps also be considered competent to solicit the instructions of the Postmaster-general direct, on all important or extraordinary occasions, forming precedents for future observance in the department, and, possibly, they might also be entrusted with issuing instructions to the deputy postmasters of the second or lower class.

" The proposed salaries of the deputy postmasters appear to me to be too low to secure the services of trustworthy and efficient men. It appears to me also to be a point for consideration whether it would be expedient that the proposed *ex-officio* or unpaid and irresponsible postmasters, who are constantly being changed from district to district, and who are frequently on duty in the interior of their districts, should have the power of recommending for appointment, and consequently for dismissal, men who are to be held responsible by the Postmaster-general for the conduct of the details of their respective offices.

" It might perhaps be considered advisable, that there should be no intermediate authority armed with such powers between the responsible officer, the dawk moonshee, and the Postmaster-general to whom the dawk moonshee is to be directly responsible; and who, being himself a paid and responsible officer, it is presumed is likely to feel a greater interest in the efficient working of the department over which he presides, than *ex officio* and irresponsible officers could be expected to evince."

Mr. Bennett thinks that the appointment of six or seven surveyors on the lines of road in the Lower Provinces would be advantageous, and that they should perform the duties prescribed in the plan. He also thinks that it might be with advantage arranged that they should pay all the road establishment. He doubts, however, " whether men fitted for the performance of the duties to be entrusted to them as surveyors, could be procured on the salaries proposed, viz., *Rs.*100 to *Rs.*200 a month, with a small allowance per diem, whilst actually travelling."

On the whole, Mr. Bennett considers that, with modifications, the plan proposed would be calculated to secure the objects desired.

Mr. Riddell's opinion.

146. Mr. Riddell observes: " With reference to the plan proposed by you, I beg to say that I think it absolutely necessary to have postmasters at large military stations, and that I do not think that efficient and trustworthy natives can be obtained on a smaller salary than is now given to Europeans.

" A postmaster in India, at a civil or military station, is not merely a receiver of letters: he has to make arrangements for travellers, to superintend lines of runners or mail cart establishments, to answer references on all subjects connected with travelling, and to conduct the duties of the bullock trains. At out-stations and native towns, the dawk moonshees, or writers, or deputy postmasters, under whatever designation they may come, have little to do but to receive and despatch letters. When a uniform system of postage payable by stamps is established, the men will be without temptation to dishonesty, and their accounts will require little or no check.

" It

	Rs.		*Rs.*
* Barrackpore - - - - - - -	50	11. Bankoorah - - - - - - -	50
2. Dum-Dum - - - - - - -	50	12. Chittagong - - - - - - -	50
3. Rungpore - - - - - - -	50	13. Dinajpore - - - - - - -	50
4. Gya - - - - - - - -	50	14. Jessore - - - - - - - -	50
5. Dinapore - - - - - - -	100	15. Bauleah - - - - - - -	50
6. Hooghly - - - - - - -	100	16. Nuddeah - - - - - - -	50
7. Berhampore - - - - - - -	50	17. Pubna - - - - - - -	50
8. Dacca - - - - - - - -	50	18. Tirhoot - - - - - - -	50
9. Arrah - - - - - - - -	50		
10. Chuprah - - - - - - -	50	TOTAL - -	*Rs.* 1,000

" It

"It is chiefly to avoid a multiplicity of accounts that the Post-office collections of subordinate post-offices are embodied in the accounts of the Sudder post-offices." App. (C.), No. 1.

"The appointment of inspectors will, I think, be very useful, and I have appointed one, an Englishman, experimentally, for the Benares division, including the post-offices of Goruckpore, Ghazeepore, Juanpore, Benares, Azimghur, Mirzapore and Allahabad. I will send you a copy of the instructions given to him, and another inspector will be shortly appointed to the Agra division, including the offices of Agra, Mynpooree, Futtehgurh, Allygurh, Muttra, Etawah, and their subordinate post-offices."

"The salaries of the inspectors to be appointed will be provided for out of the unappropriated portion of a sum placed by the Government of India at the disposal of the Postmaster-general, North-western Provinces, for the supervision of roads, and not otherwise controlled."

The instructions which Mr. Riddell has issued for the guidance of the surveyors (or inspectors) whom he has appointed experimentally, in consequence of my suggestion, are appended.* They seem well calculated to serve the purpose I had in view.

147. Mr. Botellho, the superintendent of the Calcutta General Post-office, gives the following evidence on the subject: Mr. Botellho's opinion.

"765. Would the employment of inspectors, whose duty it should be constantly to travel along the lines of dawk road, and inspect the post-offices, the state of the roads, and the condition of the runners, tend to accelerate the transit of the mails, and improve the efficiency of the department?—Yes; if such a plan could be adopted, and if proper officers were appointed surveyors, with authority to inspect every post-office, and to inquire into complaints against the moonshees and other officers of the department, I have no doubt the speed of the mails would be greatly increased, and the efficiency of the department materially promoted.

"766. How many inspectors do you think would be sufficient for the Lower Provinces?—I think seven would be sufficient. Two for the Western road, two for the Berhampore road, one for the Dacca road, one for the Madras road, and one for the Bombay road. The inspector of the Madras road might inspect the Kedgeree road, and one of the inspectors of the Western road might take the Bancoorah road. These surveyors should furnish diaries for the information of the Postmaster-general, and they should receive travelling allowance while moving at so much per diem, in addition to their salaries."

148. All the local postmasters in the Lower and some in the North-western Provinces were asked to give their opinion of the plan of making dawk moonshees postmasters, on a graduated scale of salaries higher than those they now receive, subjecting them only to the general control of the collector, or some other local functionary. The preponderance of opinion is in favour of such a plan, and those who are opposed to it rest their objections chiefly on the unfitness of the present dawk moonshees, on the inability of the collectors or other local functionaries to exercise any effectual control over them, and on the general untrustworthiness of native agency. In many districts it is admitted that even at the principal stations the dawk moonshees are, in fact, postmasters, and that to appoint them in the latter capacity would be to vest them nominally with an authority they now actually exercise. Those who fear the consequences of entrusting greater responsibility to natives do not allude to, and probably overlook, the fact, that all the subordinate post-offices are managed by native clerks, subject to no practical control; and none of the postmasters had an opportunity of considering the question proposed to them in connexion with the appointment of surveyors or inspecting postmasters; an arrangement calculated to provide that degree of control over the officers in charge of post-offices which is admitted by all to be needed. Opinion of local postmasters.

149. There seems to have hitherto prevailed an unaccountable disinclination to employ natives in the Post-office department, except in the subordinate capacity, and with the inferior designation of moonshees or clerks; and though it has been found unavoidable to entrust the management of the majority of post-offices to natives, yet, with one single exception at Ajmere, there is not a native postmaster so called throughout the whole Presidency. Natives hitherto not employed as postmasters.

150. A larger number of letters passes through some of the subordinate post-offices than through many of the principal post-offices; and in one instance, that of Jeeagunge, in the city of Moorshedabad, where the whole business is transacted by one clerk, on a salary of *Rs.* 15 a month, the number of letters despatched and the amount of postage received is greater than at several principal post-offices where there are a paid postmaster and two clerks entertained at six times the cost.

151. That the dawk moonshees are generally underpaid, with reference to the extent of their duties and responsibility, is admitted by all, and cannot in fact be denied. The result of my inquiry and observation has been to satisfy me that the state of any post-office does not depend so much upon the efficiency of the postmaster as upon that of the head clerk; and that subordinate post-offices are generally, even under the present system, as well managed as those at the principal stations. It appears to me that the Post-office is a department, in the management of the details of which natives may be employed with peculiar advantage; and that the right principle of administering its affairs is that which has been State of office generally depends on the head clerk.

* *See* Enclosure (J.)

App. (C.), No. 1. been adopted in almost every other public department, viz., to entrust to the comparatively cheap agency of natives the immediate executive duties, under defined and independent responsibility, and to confine the functions of higher paid European officers to those of supervision and control. This, I think, is the general rule applicable to post-offices in the interior. The exceptions will be presently noticed.

Surveyors in the United Kingdom.

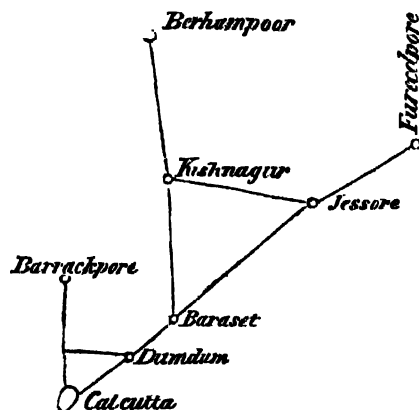
152. In the United Kingdom the employment of surveyors is considered an essential part of the system, and it is upon the zeal, activity and intelligence of those officers that the Postmaster-general mainly depends for affording to the public the requisite facilities for the receipt and despatch of correspondence, and for maintaining an effectual control over the vast number of postmasters employed throughout the country. The duty of these officers is "promptly to detect and remedy, or (if the authority of the Postmaster-general be necessary) to suggest the means of remedying all defects in the Post-office system; to be constantly on the watch for the means of giving to the correspondence of the country increased celerity, regularity and security; especially when this can be done without injury to the revenue; and, in short, to do all that lies in their power, not only to remove the grounds of just complaint, but to anticipate the reasonable wants of the public."

Such officers required in India.

153. I have met with abundant evidence in the course of my inquiry to show how much the services of such officers are needed for the purpose of correcting irregularities of practice, which, however obvious, it is not supposed to be the particular business of any one to correct.

Illustrations.

154. For instance, the Berhampore mails to Jessore and other stations to the eastward were, until August last, when I brought the circumstance to the notice of the Postmaster-general, sent *viâ* Baraset to Dum-Dum, from whence, after being detained 24 hours, they were sent back again *viâ* Baraset to Jessore; and this, although the mails in the contrary direction were being invariably sent direct by a cross road from Jessore to Kishnagur, and thence to Berhampore.



155. Again, by an arrangement made in 1839 by a former Postmaster-general, all packets coming from the north-west for stations to the eastward, instead of passing through the General Post-office, were detached at Barrackpore and sent across to Dum-Dum, in order apparently to save the establishment of the General Post-office the trouble of sorting them. Ever since that time up to August last, these packets on arriving at Dum-Dum have been made up into one packet addressed to the postmaster of Jessore, where they were detained one day; and then those intended for stations beyond Dacca, put in a packet addressed to the post-master at Dacca, where they were detained another day. When I brought this irregularity to the notice of the Postmaster-general steps were taken to correct it.

156. Again, these very packets, after being folded up in one packet, instead of being kept at Dum-Dum to go on with the Calcutta mails, are forwarded to Baraset, one stage further on, and detained there for the arrival of the Calcutta mails. This circumstance was brought to the notice of the Postmaster-general in August 1849, but the orders issued on that occasion had not the effect of putting a stop to the practice, as I found it existing in July 1850.

157. On the 16th of August 1850, I posted a letter at Cutwa which was not delivered in Calcutta until the 20th, though the distance is only 95 miles. On inquiry, I found that the letter was despatched from Cutwa at 9 A.M. on the 17th and arrived at Calcutta at 7 P.M. on the 20th, after an interval of 93 hours, of which 44 were passed in detention at intermediate post-offices. I brought this circumstance to the notice of the Postmaster-general, and letters now reach Calcutta from Cutwa in 19½ hours.

158. At the Delhi Post-office, I discovered that letters for Sultanpoor Oude, from being put into the Boolundshuhur bag, instead of the Cawnpore bag, took five instead of three days to reach their destination. This erroneous practice had existed for many years, but is now discontinued.

Plan of inspecting postmasters.

159. These and several other irregularities which came under my observation, on a cursory inspection I made of several of the post-offices in Bengal and the North-western Provinces, have served to convince me that, while all the ordinary duties of a post-office may be well performed by a native clerk, the duty of superintendence and regulation should be entrusted to a higher class of officers, untrammelled by any other functions. The number of officers which such superintending officer would be able to control depends not so much on the amount of correspondence passing through each office, as upon the distance of one office from another. It is of the highest importance that each post-office, principal and subordinate, should be visited as frequently as possible by any officer exercising a power of superintendence, in order that the persons in charge of them may feel an abiding sense of practical responsibility for the proper discharge of their duties, that irregularities may be checked

checked before they can ripen into practice, and that advantage may be taken of every circumstance to regulate the receipt and delivery of letters, and the despatch of mails, so as to conduce in every possible way to the convenience of the public. It is also absolutely essential to the attainment of regularity and speed in the despatch of the mails, that a more direct and vigilant control should be exercised over the road establishments than can possibly be expected from a resident and stationary postmaster.

160. A system somewhat analogous to this has partially existed in the Bombay Presidency for the last eight years, and has been attended with success. It has already been stated that the plan meets with the concurrence of all the principal postal authorities of this Presidency, and that it has been actually put in operation by the Postmaster-general of the North-western Provinces. **Has answered at Bombay, and been adopted in the North-western Provinces.**

161. Mr. Riddell considers that it is absolutely necessary to have postmasters at large military stations, and that efficient and trustworthy natives cannot be obtained on a smaller salary than is now given to Europeans. A postmaster at a civil or military station, he observes, is not merely a receiver of letters, but has to make arrangements for travellers, to superintend lines of runners or mail cart establishments, to answer references, and to conduct the duties of the bullock trains. But, in fact, there are many stations in the North-western Provinces, both civil and military, where, with the exception of those connected with the bullock train, and the mail cart and passenger van establishments, these very duties are now discharged by native clerks. If European postmasters are required along the line of the grand trunk road to superintend these establishments, the remuneration they receive on that account should be paid out of the profits arising from the bullock train and passenger carriages, which amount annually to a considerable sum, but which have no necessary connexion with the Post-office, and none at all with the conveyance of the letter mails. In fact, some of the postmasters are already remunerated on this principle. The postmasters of Allyghur and Benares receive a monthly allowance, the former of *Rs.* 420, and the latter of *Rs.* 200, for superintending the mail cart and passenger van establishments, in addition to their salaries. **Mr. Riddell's objection noticed.**

162. On mature consideration, I am of opinion that at every post-office there should be a resident and stationary deputy postmaster, directly and independently responsible for the proper conduct of its affairs; that the offices should be grouped into convenient circles for the purpose of inspection, and that to each circle there should be appointed a postmaster, whose duty it should be to travel constantly from post-office to post-office, and exercise a constant and vigilant supervision over the deputies, and their office and road establishments, submitting weekly diaries of his proceedings for the information of the Postmaster-general. **Deputy postmasters.**

163. With the exception of the principal stations along the grand trunk road from Calcutta to Lahore, and the Calcutta and Bombay road, and those in the distant and isolated stations of Assam, Arrakan, the Tenasserim Provinces, and the Straits Settlements, the present Post-office clerks, if thought qualified, should be placed in independent charge of their respective offices, under the designation of deputy postmasters, with salaries varying according to the annexed schedule,* subject to no authority but that of the inspecting postmasters of circles and the Postmaster-general of the Presidency.

164. The Lower Provinces should, for purposes of Post-office inspection, be divided into the following circles: **Circles of inspectors, Lower Provinces.**

1st. Burdwan: comprising the post-offices of Barrackpore, Serampore, Hooghly, Burdwan, Beerbhoom, Bankoora, Chota Nagpore, Huzaribagh and Manbhoom, with their subordinate offices.

2nd. Patna: comprising the post-offices of Shergotty, Gya, Patna, Dinapore, Tirhoot, Arrah, Chuprah, Mooteehary, Nepaul, and their subordinate offices.

3rd. Berhampore: comprising the post-offices of Dum-Dum, Baraset, Nuddea, Berhampore, Bauleah, Pubna, Bogra, Jessore, Furreedpore, Backergunj, and their subordinate offices.

4th. Bhaugulpore: comprising the post-offices of Bhaugulpore, Monghyr, Purneah, Malda, Dinagepore, Darjeeling, Rungpore, Gowalpara, and their subordinate offices.

5th. Dacca: comprising the post-offices of Dacca, Mymensing, Sylhet, Cachar, Chirapoonjee, Tipperah, Bhullooah, Chittagong, and their subordinate offices.

6th. Cuttack: comprising the post-offices of Diamond Harbour, Fort Gloster, Kedgeree, Contai, Tumlook, Jellasore, Balasore, Cuttack, Poree, and their subordinate offices.

7th. Midnapore: comprising the post-offices of Midnapore, Keerpoy, Chyebassa Sumbulpore, Raypore, Nagpore, Kamptee, and their subordinate office.

This would leave 14 post-offices † unprovided for, viz., Akyab, Kyook Phyoo, Ramree, Sandoway, Munneepore, Gowhatty, Dibrooghur, Nowgong, Seebsagur, Tazepoor, Maulmein, Singapoor, Penang, and Malacca. These places are so distant and, with the exception of the seaports, comparatively so unimportant, that it would be difficult to provide for their regular inspection by an officer of intermediate grade between the deputy postmaster and the

* *See* paragraphs 236 to 242. † Besides six subordinate offices.

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Postmaster-general, without incurring an expense more than commensurate with the advantages likely to result from such an arrangement. Most of the places are accessible by steamers, and should be visited periodically by the Postmaster-general.

Circles of inspectors, North-west Provinces.

165. In the North-western Provinces the circles of inspection might be divided as follows:

1st. Benares:* including the post-offices of Benares, Ghazeepoore, Goruckpore, Azimgurh, Jounpore, Allahabad, Nagode, Mirzapore, and their subordinate offices.

2nd. Cawnpore: including the post-offices of Cawnpore, Lucknow, Banda, Humeerpore, Jaloun, Futtehgurh, Shajehanpore, Nyagong, and their subordinate offices.

3rd. Agra: including the post-offices of Agra, Mynpooree, Etawa, Muttra, Hodul, Jaypore, Gwalior, Allygurh, Seepree, and their subordinate offices.

4th. Meerut: including the post-offices of Meerut, Delhi, Bareilly, Moradabad, Almorah, Seharunpore, Landour, Nynee Tal, and their subordinate offices.

5th. Umballa: including the post-offices of Umballa, Simla, Subathoo, Sirsa, Ladwa, Kussowlee, Kurnaul, Kalka, Hansi, Dugshahee, Jullunder, Ferozepoor, Loodhiana, and their subordinate offices.

6th. Saugor: including the post-offices of Saugor, Sehore, Seonee, Nursingpore, Jubbulpore, Hosungabad, Jhansi, Baitool, and their subordinate offices.

7th. Indore: including the post-offices of Indore, Erinpoora, Kotah, Ajmere, Neemuch, Nusseerabad, and their subordinate offices.

8th. The Punjaub.

Transfer of certain post-offices to Bombay.

166. It seems, however, that the post-offices of Indore, Erinpoora, Kotah, and Neemuch might, with great advantage, be made over to the Bombay Presidency. There is a Bombay post-office at Mhow, only 14 miles from Indore, which, under a similar arrangement, will be subject to the inspection of a Bombay postmaster, and the communications between Indore and Bombay are much more frequent than those between Indore and Agra. There is not much difference between the distance and accessibility of Indore from either of those two places; but the duties of the Postmaster-general of the North-western Provinces have now, since the annexation of the Punjaub, and the establishment of the bullock train and passenger carriages, become far more arduous than those of the Postmaster-general of Bombay; and this obvious means towards equalising the two ought not to be neglected. The nearest principal post-office to Indore, on the Agra side, is Seepree, 290 miles off.

167. Neemuch, Kotah and Erinpoora, with their subordinate post-offices, might also be conveniently inspected by the postmaster of one of the northern divisions of Bombay; and this too would serve to relieve the Postmaster-general of the North-western Provinces of a portion of his duty, and reduce the territorial limits of his authority within a more manageable compass. Now that the post-offices in Scinde have been placed under the Bombay Government, there could not be a more convenient northern boundary of the Bombay postal jurisdiction than a line drawn from Shikarpore in the direction of Nagpore, so as to include the four principal post-offices and their subordinates, which I propose to transfer.

168. If this arrangement be approved, the post-offices of Ajmeer and Nusseerabad may be inspected by the postmaster of the Agra division, and the services of the 8th inspecting postmaster made available to diminish the extent of some of the more important circles to the northward.

169. It would also, I think, be advisable to transfer the post-offices of Nagpore and Kamptee from Bengal to Bombay. They are nearer to, and far more accessible from, the latter than the former place; and in fact the Postmaster-general of Bengal cannot visit them except by travelling up the great trunk road, and passing through several places under the postal jurisdiction of the North-western Provinces. Moreover, it is not desirable that the post on so important a line as that between Bombay and Mirzapore should pass through the district of a postmaster subordinate and responsible only to the Postmaster-general of Calcutta. Even with this addition, besides those above mentioned, the Bombay Postmaster-general will have fewer Post-offices under him, and a far smaller extent of post road to manage, than any other Postmaster-general in India.

Deputy postmasters at special stations.

170. At the principal stations along the grand trunk-road, viz., Shergotty, Benares, Allahabad, Cawnpore, Allygurh, Agra, Delhi, Umballa, Jullunder and Lahore, where there are mail cart and bullock train establishments to look after, it would not be advisable to reduce the salaries of the present postmasters, but their designation should be changed to that of deputy postmaster, and their offices and proceedings should be subject to the same inspection by the postmasters of circles, as those of other deputy postmasters on lower salaries, at less important stations.

Collector should not exercise interference.

171. On the whole, I am satisfied that no advantage would arise from giving the collector or other local authority a power of interference with the affairs of any post-office included within a circle of inspection. At post-offices not so included, I do not perceive that any change of existing machinery is necessary. All that is required in respect to them is, that a closer and more methodical control should be exercised over them by the Postmaster-general. The postmasters of

* This has been already done.

of circles should be appointed by Government on the nomination of the Postmaster-general. They should receive salaries varying from *Rs.* 100 to *Rs.* 200 a month, with an allowance of *Rs.* 5 a day while travelling; and a further allowance depending upon the rate at which the mails are carried throughout their several divisions. A remunerative rate of travelling allowance is recommended as the means of inducing the postmasters to visit all parts of their several circles as frequently as possible; and they should also, for the same purpose, have the privilege of travelling free of charge in all Government carriages or vessels within the limits of their authority.

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Postmasters of circles, how appointed.

172. The deputy postmasters should be appointed and promoted by the Postmaster-general. In the majority of cases he would no doubt be guided by the recommendation of the inspecting postmaster, but it would probably not be found convenient to give to the latter the power of nominating in all cases. A nominal list of deputy postmasters, with a statement of their salaries, service, and qualifications, should be kept in the Postmaster-general's office. Temporary arrangements for conducting the duties of a post-office during the occasional absence of a deputy postmaster, from sickness or other cause, should be made by the inspecting postmaster, subject to the approval of the Postmaster-general.

Deputy postmasters, how appointed.

173. It is not necessary that all communications between the deputy postmasters at principal stations and the Postmaster-general should be made through the inspecting postmaster. On the contrary, it is very desirable that the inspecting postmaster should not be a channel of correspondence, and that he should receive no written communications from deputy postmasters, except such as relate to the time of the arrival and departure of mails. The Postmaster-general would continue to correspond direct with the deputy postmasters of principal stations; and by them his instructions would be communicated, as at present, to those of subordinate stations. In like manner, the cash accounts of subordinate post-offices would continue to be incorporated, as they now are, in those of the principal offices to which they are severally attached.

Correspondence of deputy postmasters with Postmaster-general.

174. In the cash accounts of the Mofussil post-offices in the Lower Provinces the actual postage realised each day on paid letters, &c., despatched, and unpaid letters, &c., received, is entered in an abstract register, and brought to credit in the monthly cash account under appropriate heads, the difference between bearing postage due and realised being shown in a memorandum at the foot. The abstract register of the receipts of each month is sent as a voucher with the monthly cash account to the accountant to the Government of Bengal; but it is obvious that as a voucher the document is useless, being prepared without practical check or control by the very officer who prepares the accounts. There is no security whatever that in Mofussil offices the postage either on paid letters, &c. despatched, or on unpaid letters, &c., received, is fully accounted for. In the former case a letter may be suppressed or charged with bearing postage without much risk of discovery, and in the latter case the postage received from the addressee on delivery may be embezzled almost without risk of discovery at all. There is no remedy for this so long as the system of money payments last.

Accounts of Mofussil post-offices, Lower Provinces.

175. In the North-west Provinces the actual amount of postage realised on paid letters, &c., despatched, and due on unpaid letters, &c., received, is entered in the cash account, and the amount of uncollected postage appears in the inefficient balance. A statement of postage collected during the month is appended to the cash account, but as a voucher it is perfectly useless. There is, in fact, no effectual check over the receipts of postage, either on paid or bearing letters. The manner of crediting the postage on unpaid letters in the monthly cash accounts ought to be uniform throughout India. There can be no doubt that the proper plan is to bring to credit only actual receipts, and shew the outstanding balance in a memorandum at the foot.

North-west Provinces.

176. In Bengal the accounts of the Mofussil post-offices are sent to the accountant to the Government of Bengal, who compares the entries with the vouchers, requires explanation of discrepancies, and incorporates them in the general annual accounts of the Presidency. The Postmaster-general has ordinarily no access to these accounts, nor does he exercise any control whatever over the cash transactions of his subordinates. The only return he receives is a monthly memorandum of receipts and disbursements from each post-office. These are entered in a general book, but no use is made of them except for rare and occasional reference, when the Postmaster-general desires to know the extent of business performed at any given post-office.

To whom submitted Lower Provinces.

177. In the North-west Provinces a copy of the monthly cash account furnished by every postmaster to the accountant is sent to the Postmaster-general, who compiles from them a general annual return of the receipts and disbursements, and submit it to Government with a report on the financial and general state and progress of the department.

North-west Provinces.

178. A plan for checking the accounts of post-offices in the Bengal Presidency was submitted to the Government of India in 1835, and put in force for a short time, but was discontinued upon the ground that the expense of the establishment required to examine and compare the accounts of the several post-offices was greater than the amount of peculation like to be prevented. Mr. J. E. Elliot, the framer and advocate of the plan, admitted that it would be too cumbrous to apply to a system of postal charges embracing the whole of India, as the number of accounts between every two post-offices would be so greatly multiplied as to render the cost of the plan disproportional to its advantages; and all other

Hon. Mr. Elliot's plan for checking postage accounts.

App. (C.), No. 1.

officers of the department are unanimous in considering it impracticable. Moreover, it is obvious that no accounts of the kind can present an effectual check to the particular species of fraud supposed most extensively to prevail; viz., the suppression of letters at the office of despatch, the overcharge of postage, or the practice of sending paid letters as unpaid. All that Mr. Elliot's system could effect, and that with infinite trouble and expense, was that all postage once entered in the post-office registers should be duly accounted for.

Plan in the United Kingdom.

179. In England the accounts of postmasters are checked by the letter bills or chellans, which are all sent to the accountant-general at the London General Post-office, by whom each postmaster is debited with the amount of postage on all paid letters despatched, and all unpaid letters received, at his post-office. But although the number of accounts is greatly reduced by the system of forward offices, yet it requires a very large* establishment to work the system, and its object is after all only partially attained. The only practicable check on peculation in the Indian Post-office, is to make prepayment of postage as far as possible compulsory, and to require the use of stamps in all cases of prepayment, without exception.

Preference shewn to Europeans over natives.

180. Throughout the interior of the Presidency an almost universal preference is given to Europeans over natives in respect to the conveniences afforded for the delivery of letters. Many of the postmasters state plainly that such preference is shewn; and others, though they deny the existence of any preference, admit that the Europeans send for their letters and receive them from the post-office before other letters go out for delivery. The rule of the department is, that no letters shall be delivered until all are registered, and these only through the delivery peons; but in practice Europeans can almost always obtain their letters immediately the packets are opened, the clerk taking a memorandum on the back of the chellan, from which the register is afterwards filled up. There is an order in Bengal requiring that all mails shall be opened in the presence of the postmaster. This order is not and could not be always observed, as the postmaster is frequently absent from the station; but the practice to which the order gives countenance is, that the dawks when they arrive are taken to the postmaster's house, however distant from the office, and there opened. If the hour is convenient, the other Europeans of the station assemble there for the purpose of receiving their letters and newspapers, a memorandum of which is taken by the clerk at the time. When the process of opening the mails is finished, the clerk returns to the office with the remainder of the letters (including all those addressed to natives), registers the chellans, and then sends out the letters for delivery. The postage due on unpaid letters taken before registry and delivery is demanded afterwards. At several places the peons who take out the letters after registry deliver those addressed to Europeans before they think of delivering native letters.

Radhanath Dutt's evidence.

181. On this subject the evidence of Radhanath Dutt, the head clerk of the Berhampore Post-office, may be quoted:

"621 What is the duty of the third writer?—The third writer attends at the office all night, and at other than office hours. He receives the mails that come in the night, opens them, and distributes the letters of the European residents whose peons are in attendance. He also despatches the mails which have to be despatched during the night. The Calcutta mail comes in at this time of the year about midnight, and in the dry weather about 8 or 9 P.M."

"675. Does the third writer, who remains at the office at night, register the covers received from Calcutta and prepare them for delivery?—No; he only takes out and registers the covers from Calcutta for the European residents. The European letters from intermediate stations he makes a memorandum of, in the chellan inside each packet, because they cannot be entered in the register until all the native letters from Calcutta have been entered; and, moreover, if they were then to be registered, it would occasion great delay in their distribution. The covers addressed to European residents, whose peons are in attendance, are then distributed, after which the writer puts by the remainder of the mails until the morning. At 7 A.M., he delivers over the remainder of the English letters to the English delivery peons, or to any private peons who may be sent to receive them. At 8 or 9 A.M., the first writer comes to the office, registers all the covers received from Calcutta and the intermediate stations, and makes the remainder of them over to the head peon. He makes over the native letters as he registers them to the head peon, who enters them in a Bengalee register and then passes them on to the delivery peons.

"676. What time elapses between the arrival of the first writer at the office and the departure of the peons with the Calcutta native letters for delivery?—From one to two hours. The native delivery peons generally go out with the letters at about 10 A.M.

"677. Could not the writer who attends at night complete the registry and prepare all the letters for delivery early in the morning?—No; after opening the Calcutta mails, and taking out and registering and delivering the European letters, he requires rest.

"678. But he is not in attendance during the day?—No; he comes at 8 or 9 P.M., and has nothing to do till the arrival of the Calcutta mail. It takes nearly three hours to open the mails and distribute the English letters, and then he is at work again from 7 to 10 A.M. the

* *Note.*—It appears, from "Kelly's Post-Office Directory," that the accountant-general's department of the London General Post-office consists of one accountant-general, a deputy, and 20 clerks.

the next day, in registering the remainder of the letters, and other miscellaneous business. He is an old man, and has been in the office about 12 or 13 years." App. (C.), No. 1.

182. At Benares, there is one delivery daily in the city where the natives reside, but there are two or three deliveries daily in the European station at Secrole according to the time at which the mails arrive. And yet the number of native letters is nearly four times that of European letters. Practice at Benares.

183. The postmasters in this act under the pressure of circumstances. The tedious operation of registering the chellans, marking all the letters with the name of the despatching office, and entering them in detail in the peons' books, before any of them are delivered, causes a delay intolerable to Englishmen, who are impatient to receive their letters as soon after the arrival of the mail as possible. The rule, therefore, is sometimes relaxed, and sometimes altogether dispensed with in their favour; but the natives, who have more patience and are less disposed to make known their grievances, are subject to its strict operation. In post-offices where the rule is impartially carried out, the complaints against the postmaster are loud and angry. Reason of this.

184. The way to obviate the evil is not to subject the Europeans to the inconvenience and delay now imposed upon natives, but to get rid of the laborious, expensive, and, I think, unnecessary process of taking any record of letters (except such as are registered on payment of a fee) after the mails have been opened at the receiving office. Mode of prevention.

185. On the arrival of a mail the packets should be opened, the contents compared with the chellans, and the chellans filed. The registered and forward letters should be set apart, and the remainder sorted into two divisions, one of paid and service, the other of unpaid. These again should be sorted into as many subdivisions as there are beats or peons, with an additional subdivision for a window delivery. Each peon, before leaving the office, should give an acknowledgment for the number of letters delivered to him, and for the postage due on those which are unpaid. The window delivery should be open to all who signify to the postmaster their wish to receive their letters in that way, and the postage on unpaid letters should be paid in all cases before delivery. After deducting forward unpaid letters, the aggregate amount of bearing postage due on the letters given to the peons, and delivered at the window, should agree with the total amount shown by the chellans. Process to be observed in preparing mails for delivery.

186. The system of entering the address of every letter in the peons' books ought to be discontinued. They should keep no detailed record whatever, except of letters registered on payment of a fee. It should be assumed as a principle of the department that unregistered letters are valueless except to the person to whom they are addressed, and that the peon to whom they are made over will either deliver them or return them to the post-office. Peons' books.

187. If letters are not delivered, complaints will be made, and two or more complaints of letters undelivered at any particular post-office, or in any particular beat, would serve to direct suspicion aright. The security for the safe delivery of letters would, in fact, be as complete as it now is, for it is allowed that many persons cannot be got to write a receipt in the peons' book for letters delivered to them; and if a peon loses or makes away with a letter, he can either assert that the addressee refused to sign his name in the book; or he can go a step further, and forge the signature, a thing not difficult to do where abbreviations and initials are mostly used. The only needful record of delivery is a memorandum showing the gross number of stamped, or paid, and bearing letters delivered to each peon, and the gross amount of postage due on the letter.

188. On this subject I may quote the words of Dr. G. Paton, the Postmaster of Allyghur:— Dr. Paton's opinion.

"It appears to me that by the practice at present in force in registering the addresses of letters by the peons, there is scarcely any real advantage, as the peons seldom or never exert themselves to execute the duty properly or satisfactorily. The reason assigned is always the same, viz. 'Want of time,' and no postmaster can well gainsay them in this excuse. It is very seldom that a reference is ever made to their books to trace the fate of any particular letter, excepting in the case of forward letters. By discontinuing the unsatisfactory practice, there would be a saving of half the time now required in every office in making over letters to the peons for delivery, as it would only be necessary for the peons to acknowledge the number of letters paid or bearing, and be responsible for the postage thereon. The public might complain of the Post-office not being able to satisfy them regarding the fate of particular letters, and hence it would be desirable to have a system of special registration on payment of a fee as in England."

189. No attempts seem to have been made in either division of the Presidency towards the organization of a regular system of delivery in large towns. The number of delivery peons attached to each office does not bear any uniform proportion to the number of letters Town delivery.

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letters they have to deliver, or to the distances to which they have to carry them,* and in no instance that I have met with are the beats of the peons known to any one but themselves. In some towns the free delivery is carried to too great a distance from the post-office, and in others the general convenience of the community requires that it should be extended. In Bengal there are 10 principal and 53 subordinate offices: and in the North-west Provinces two principal and 59 subordinate offices where there are no delivery peons.†

190. In the North-west Provinces all letters addressed to persons living beyond the limits of the post-office delivery are sent to their destination by the district dawk, but in the Lower Provinces, in the Punjaub, and in all native states where a British post-office has been established, such letters are either kept till called for, or sent out by a hired messenger; an extra charge being made either at a fixed rate for each letter, or for the actual hire of the messenger. The same is necessarily the case with respect to all letters at post-offices where there is no delivery peon. The number of persons who send regularly to the post-office for their letters is very small, and they are chiefly European indigo planters. The public, especially in large towns, complain of delay‡ in the delivery of their letters, and in some cases with reason. They are not allowed to receive their letters direct from the post-office, and the number of peons is not sufficient to distribute the letters within reasonable time. In Benares and Mirzapore, for example, the distribution of the letters of one delivery occupies the whole day. The postmaster generally recommends the employment of additional peons, for the purpose of mitigating the inconvenience, and in some instances, such as those above quoted, it is no doubt proper to do so; but generally it would be found a more efficacious, and certainly a far less expensive plan, to invite the public to send to the post-office for their letters, and give every facility for their delivery there as soon after the opening of the mails as possible. The prepayment of postage will remove the most fertile source of delay in the delivery of letters, whether at the post-office or through the delivery peons.

191. The

* Town Delivery, *Bengal* and North-western Provinces.

Number of Post-office.	Number of Letters in a Month.	Number of Peons.	Extreme Distance of Delivery.	Number of Post-office.	Number of Letters in a Month.	Number of Peons.	Extreme Distance of Delivery.
Bengal:			*Miles.*	**North-west Provinces**—*continued.*			
Patna	7,337	10	10	Benares	18,165	13	No Return.
Kamptee	4,098	7	2	Cawnpore	20,766	10	
Berhampore	6,924	5	4	Delhi	29,134	10	
Hooghly	5,686	5	1	Ferozepore	6,991	5	
Nagpore	3,199	5	3	Futtigurh	12,287	6	
Dacca	7,716	4	4	Landour	6,559	7	
Barrackpore	6,730	4	6	Loodhiana	7,020	5	
Dinapore	4,598	4	4	Lucknow	11,031	7	
				Meerut	24,798	9	
North-west Provinces:				Mirzapore	11,894	8	
Agra	28,278	15	No Return.	Muttra	5,965	3	
Allahabad	112,12	8		Umballa	10,142	12	
Allygurh	5,719	4		Lahore	15,931	6	
Bareilly	6,860	6		Peshawur	7,838	10	
				Wuzeerabad	10,705	12	

† Statement of the Number of Delivery Peons employed at the several Post-offices in the *Bengal* Presidency.

—	Post-offices.	No Delivery Peon.	One.	Two.	Three.	Four.	Five.	Six.	Seven.	Eight.	Nine.	Ten.	Twelve.	Thirteen.	Fifteen.	Total.
Lower Provinces	Principal	10	25	22	8	4	3	–	1	–	–	1	–	–	–	74
	Subordinate	53	15	2	–	–	–	–	–	–	–	–	–	–	–	70
	Total	63	40	24	8	4	3	–	1	–	–	1	–	–	–	144
N. W. P., including the Punjab	Principal	2	18	16	9	6	3	3	1	4	1	5	2	1	1	72
	Subordinate	59	53	13	–	–	–	–	–	–	–	–	–	–	–	125
	Total	61	71	29	9	6	3	3	1	4	1	5	2	1	1	197
	Grand Total	124	111	53	17	10	6	3	2	4	1	6	2	1	1	341

‡ *Note.*—At Benares it takes from one to three hours to prepare the mails for delivery, and at Cawnpore from two and a half to four hours.

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191. The secure and punctual delivery of native letters is an object of the highest importance, both to the convenience of the natives themselves, and to the welfare of the department. It is beset with difficulties, arising partly from the expense attending the employment of a large number of delivery peons, partly from the obscurity of native addresses in respect both to the name of the parties addressed and the locality in which they may be found, but also to the indolence of the delivery peons and to the apathy and carelessness of the parties themselves. The number of unclaimed letters which accumulate in the Postmaster-general's office, amounting in Bengal to 22,736 and in the North-west Provinces to 31,696 in the course of a year, affords sufficient evidence of the extent to which the evil prevails.* — Importance and difficulty of punctually delivering letters.

192. So far as it lies within the power of Government to remove the evil, the means proper to be adopted for the purpose are— — Means of effecting this.

1. The publication at each post-office of daily lists of unclaimed letters.

2. The employment in all large towns of a sufficient number of delivery peons, with beats distinctly defined.

3. The universal employment of the district dawks for the conveyance of private letters and the improvement and extension of these dawks where they are already available for the purpose.

193. The two last of these measures will involve additional expense, but not commensurate with the benefits they are calculated to confer on the native public, or with the increase in postage receipts to which they are likely to give rise. In 1849–50 the district dawks in the North-west Provinces yielded a return in Government postage (over and above the extra or district postage) of *Rs.* 16,981, and this amount, which (it may be confidently assumed) is a clear gain to the Post-office, is yearly increasing. It is not, however, the employment of the district dawks, in their present state, for the benefit of the public that causes any expense, but their extension between places where no regular communication for purely official purposes has previously existed or need necessarily exist. But on the subject of district dawks I have recorded a separate paper.

194. The attention of the Postmaster-general should be constantly directed to the regulation of the delivery of native letters, especially in large towns; and it should be made compulsory on all postmasters to prepare daily lists of unclaimed letters in the vernacular language of the district, and hang them up for at least a fortnight in a conspicuous part of the office where they might be seen by all persons coming to post or to receive letters. Where delivery peons cannot be employed by the post-office, the inhabitants should be encouraged to make their own arrangements for the receipt of their letters from the post-office.

195. In the Lower Provinces of the Bengal Presidency, there are 7,016¾ miles of postal communication. Along 419 miles of this the mails are carried in mail carts, 350 by horses, 4,992¾ by foot-runners, 976 in boats, and 279 part of the year in boats and part by foot-runners. — Roads, Lower Provinces.

196. The only line on which mail carts are employed is the grand trunk road from Calcutta to Benares. Between Calcutta to Burhee, a distance of 246 miles, the service is performed by contract. The contractor, Mr. T. J. Atkinson, engages with the Postmaster-general to convey all mails and expresses, without reference to weight, in carts of approved construction, on springs, drawn by one or more horses to be changed at stages, as nearly as practicable, six or seven miles apart. Between Calcutta and Pultah (17 miles), and again between Chitkund and Mungulpore (71 miles), the contractor engages to carry the mails from the 1st October to the 31st May in each year, at the rate of eight miles an hour at least; and from the 1st June to the 30th September, at the rate of 6½ miles an hour at least. Between Pultah and Chitkund (36 miles), and between Mungulpore and Burhee (122 miles), he engages to carry the mails from the 1st October to the 31st May in each year, at seven miles an hour at the least, and from 1st June to the 30th September at 5½ miles an hour at the least. If the road between Pultah and Chitkund be metalled, he further engages to carry the mails thereon at the same rate as between Calcutta and Pultah. Express mails are to be carried by the contractor one mile an hour faster than ordinary mails, provided that only one express is sent in one day. The contractor further engages to carry with the ordinary mails a guard appointed by the Postmaster-general. The mails are to leave Burhee immediately on their arrival from the westward, and they are to leave Calcutta at the time fixed by the Postmaster-general. The contractor is liable to a fine of *Rs.* 7, for every hour by which he exceeds the time allowed for the whole distance; and one rupee for every hour by which he exceeds the time allowed for any intermediate stage; but the fines are not to be levied if the contractor can shew, to the satisfaction of the Postmaster-general, that the cause of delay is beyond his control, or if two mails follow each other after an interval of less than 12 hours. — Conveyance of the mails, grand trunk road, Calcutta to Burhee.

197. The terms on which the contractor engages to perform this service are as follows: — Terms of contract.
13 rupees a month per mile (payable monthly) where the mail is carried at 8 and 6½ miles an hour.

12 rupees

* The Benares postmaster states that, on an average, 65 native letters, or two per cent., are returned by the peons every week as unclaimed, and sent to the Postmaster-general.

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12 rupees a month per mile (payable monthly) where the mail is carried at 7 and 5½ miles an hour.

4 annas a mile additional for every express, payable only on condition that such express is carried at the rate agreed upon.

The contractor deposits rupees 3,000 in Government promissory notes as security for the due performance of his contract, and in case he should be desirous, during the continuance of it, permanently to increase the rate of speed on any part of the line, the Postmaster-general engages to pay him at the rate of 8 annas for every half mile of additional speed per hour. The contract is for three years from the 1st May 1850.

198. The carts are said by the contractor to be capable of carrying from 2 to 4 maunds. On days on which the steamer mails arrive, the aggregate weight of the mails despatched by the mail cart is generally between 2 and 3 maunds.

199. No fines have hitherto been levied upon the contractor. The average rate of speed accomplished in the dry season, including stoppages, has been 7 miles, 7 furlongs and 30 poles an hour from Calcutta to Burhee, and 8 miles and 15 poles from Burhee to Calcutta; and in the rains, 5 miles, 6 furlongs, and 15 poles an hour from Calcutta to Burhee, and 5 miles, 8 furlongs, and 36 poles in the opposite direction.

Burhee to Benares.

200. Between Burhee and Benares (a distance of 173 miles), the mails are also conveyed by contract. There are two contracts: one comprising the road between Burhee and Shergotty (44 miles), and the other the road betwéen Shergotty and Benares (129 miles). These contracts are held by natives under the postmaster of Shergotty. Each contractor agrees to keep three serviceable horses at each stage of 6 miles (except at the stages at either end of the line and on the banks of the river Sone, where only two are kept), and to supply mail carts and harness, and keep them in serviceable repair. For each horse the contractor receives from Government a fixed allowance of *Rs.* 20 a month. The contractors engage to carry the mails at the rate of 8 miles an hour from the 1st November to the 30th May, and 7 miles an hour for the rest of the year. For every half mile of additional speed per hour above the contract rates, on the average of the month, they receive a premium of one rupee for each horse; and for every half mile per hour by which the speed falls short of the contract rate they are fined in like proportion. There are no overseers on this line of road, but 12 guards are entertained at *Rs.* 7 a month each, to travel with the mails. The contractors agree to carry expresses at a rate of speed somewhat faster than the ordinary mails, and if there be more than one express in 24 hours, they are remunerated by an additional payment of three annas a mile. The average rate of speed, including stoppages accomplished on this line, has been, in the dry season, 7 miles, 6 furlongs, and 9 poles from Burhee to Benares, and 7 miles, 7 furlongs, and 3 poles from Benares to Burhee; and in the rains 5 miles, 4 furlongs and 14 poles, an hour from Burhee to Benares, and 5 miles, 5 furlongs, and 10 poles in the opposite direction.

Sumbulpore to Nagpore.

201. The only line of road in the Lower Provinces along which the mails are carried by horses is from Sumbulpore to Nagpore in the Bombay road, a distance of 350 miles. The mails are carried by contract along the whole of this distance.

Raipore to Nagpore.

202. Between Nagpore and Raipoor (182 miles) the contract is in the hands of Jumna Doss. He engages to convey the ordinary and overland mails of unlimited weight by horses, camels, or carriages drawn by horses (though horses only are used), at 6½ miles an hour from the 15th October to the 15th June, and at 4½ miles an hour during the remainder of the year. If the contractor fails to carry the mails at this rate of speed he is subject to the following scale of fines—

For a delay of	1	hour	2	rupees
"	"	2	"	5	"
"	"	3	"	10	"
"	"	4	"	15	"
"	"	5	"	20	"
"	"	6	"	30	"

And if there be a delay of more than six hours for six successive days the contract may be forfeited. The contractor also engages to forward expresses not exceeding ten seers in weight at seven miles an hour in the dry season, and five in the rains, on failure of which he is subjected to a deduction of one half the extra remuneration allowed for expresses.

203. For this service the Postmaster-general engages to pay the contractor *Rs.* 1,500 a month, and three annas a mile for every express, subject to deduction as above. No rewards are allowed for increase of speed.

The contractor engages to carry no letters or parcels except those despatched by the Post-office, under a penalty of *Rs.* 1,000.

The contractor deposits *Rs.* 1,000 in Government promissory notes as security for the fulfilment of the contract, and he engages to pay the wages of his establishment monthly, in default of which the Postmaster-general may pay them, deducting the amount from the contract allowance. The last contract, of which I have cognizance, was for one year from the 1st April 1850, revocable at the pleasure of the Postmaster-general.

204. The average rate at which the mails are carried on this road is seven miles and 36 poles an hour in the dry season, and 4 miles, 7 furlongs, and 8 poles in the rains. The weight

weight of the mails on ordinary days varies from 9 to 12 lbs., but on Overland days each horse's load weighs on an average 32 lbs., besides the rider. App. (C.), No. 1.

205. The same contractor also engages to convey the banghy parcels on similar conditions, in consideration of a monthly payment of *Rs.* 150, subject to deduction for delay.

Sumbulpore to Raipore.

206. Between Raipore and Sumbulpore (168 miles) the contract for carrying mails, banghies, and expresses is in the hands of Mr. L. Babington, the postmaster of Sumbulpore. The terms and conditions of this contract are precisely similar to those of the other, except that Mr. Babington receives *Rs.* 2,010 a month for carrying the mails, instead of *Rs.* 1,500, and has to deposit *Rs.* 3,000 in Government promissory notes instead of *Rs.* 1,000. The remuneration for expresses and banghies is the same in both cases.

207. The average rate at which the mails are carried between Raipore and Sumbulpore is 6 miles, 4 furlongs, and 31 poles an hour in the dry season, and 4 miles, 3 furlongs, and 4 poles in the rains.

Other lines of road.

208. On no other lines in the Lower Provinces are the mails carried otherwise than by foot runners or boats. And on all the lines of road where the mails are carried by foot runners or in boats, the persons employed are Government servants, and the mails are not carried by contract.

Rate of travelling.

209. Appended is a statement shewing the average rate at which the mails are conveyed along each line of road, so far as any record of the same exists.* The highest rate maintained by foot runners is on the road between Midnapore and Kamerara, viz., 6 miles, 3 furlongs, and 20 poles in the dry season, and 6 miles and 39 poles in the rains. When the mails are carried in boats no average rate of any practical value can be struck; and as the calculation in every instance includes stoppages, it is impossible to institute any comparison between the results shewn on the several lines of road without taking into consideration the special obstacles which operate to retard the mails in each instance.

Improvement in rate of travelling on the grand trunk road.

210. Great attention has been paid to the improvement of the means of conveyance and the rate of travelling on the grand trunk road; and the mails are now sometimes conveyed in the dry season from Benares to Calcutta in 53 hours, which is at the rate of 7 miles, 3 furlongs, and 25 poles an hour, including the stoppages occasioned by the unavoidable detention of the mails at the intermediate post-offices, and by crossing the rivers Ganges, Sone, Burakur, and Bhagirutty, and others of smaller size, which yet remain unbridged. This is undoubtedly a very great improvement on anything that has been accomplished or attempted on this road in former years.

Comparison of two different systems of contract on the grand trunk road.

211. There has not yet been sufficient experience of the relative advantages of the two systems to justify a decided opinion as to whether, on the whole, a contract such as that under which Mr. Atkinson conveys the mails from Calcutta to Burhee, or whether a modified contract such as those superintended by the postmaster of Shergotty, is best calculated for the speedy and regular despatch of the mails. There is not much difference in point of expense, if the salary of the postmaster of Shergotty (who would not be employed but for the necessity of superintending the mail carts) be taken into account; and the difference in point of speed may be attributed to the hilly character of the country between Burhee and Mungulpore, and to the difficulty of keeping the road between Pultah and Chitkund in a good state of repair, owing to the want of proper material for metalling it. I would recommend, however, that on the expiry of Mr. Atkinson's contract in 1853, provision may be made for ensuring the employment of serviceable horses, not only in respect to strength and size, but free from any vicious habits by which the transit of the mails is impeded.

Description of mail cart used.

212. The mail carts in use in this line do not appear to me to be so well adapted for the service as those in the North-west Provinces,† which are made under the superintendence of Dr. Paton, the postmaster of Allyghur, and of which a sketch is appended, nor are they capable of carrying so great a weight of mail bags without affecting the speed of the horse. I would suggest that in future the mail carts in the Lower Provinces be built after this model. [*Vide* Enclosure (H.), p. 257.]

Guards.

213. It seems very doubtful whether any good is gained by employing guards on mail carts. They are of no use either to protect the mails or to check the time. In the first place, the contractor always sends a servant of his own with the cart; and this man would be as efficient a guard of the mails as a Government servant, if the contractor were held responsible for their safety. Where there is a guard the contractor is relieved of all responsibility for the safety of the mails, and the guard affords them no real protection.

214. The postmaster of Shergotty informed me that he cannot get the guards to report delays; and indeed it is not to be expected that the reports of persons of that description would afford a more trustworthy check on the rate of travelling than the return, entered in the telegraph, of the time at which the mail carts arrive at and leave each post-office along the road. Where the mails are carried on horseback or by runners no guards are employed, though in either of those cases the mails are more liable to be robbed than when they are carried in a mail cart. The guards only add unnecessarily to the weight which the mail carts have to carry, and I would recommend that they be no longer employed.

215. On

* *See* Enclosure (F.) † Enclosure (H.)

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Rate of travelling on the Bombay road.

215. On the Bombay road the mails are carried between Midnapore and Sumbulpore by foot runners, at a rate of speed on an average nearly equal to, and in the rainy season greater than that at which they are carried on horses between Sumbulpore and Nagpore, though in the latter case the cost is more than double what it is in the former.

Weight of the mails.

216. The ordinary weight of the mails on this road does not exceed 13 lbs., being less than the load of a single runner, but in three or four days in each month the overland covers increase the weight to two maunds (160 lbs.), or two maunds and a half (200 lbs.), and to meet this occasional demand it is necessary (especially where horses are used) to maintain as large, or nearly as large, an establishment as if the same weight had to be carried daily. The importance of this line is considerably less than it was before the establishment of a monthly steamer between Calcutta and Suez, though still sufficient to justify a large outlay for a comparatively small increase of speed. If, however, a bi-monthly steam communication should be hereafter opened direct from Calcutta to Suez, it may be a question whether the establishment on the Bombay road ought not to be reduced to a single line of runners.

Rate of travelling on other lines.

217. No effectual means appear to have been taken for improving the rate of speed at which the mails are carried in the Lower Provinces, except along the two main lines to Benares and Nagpore. The communications of the Postmaster-general with the local postmasters on this subject appear to have been confined to general reproof and exhortation, and the bad state of the roads seems to have been accepted in every instance, and urged upon the Government as a sufficient reason why a better rate of speed could not be accomplished. No measures for improving the rate of speed appear to have been adopted by the local postmasters, except that of fining the runners along a whole line of road without reference to the particular spot at which the delay occurs.

218. Appended to this paper will be found a table showing the greatest and least time occupied in transit by the upward and downward mail along the Dacca and Chittagong roads during the months of January and February, from 1846 to 1850.* It will be seen that during those most favourable months in the year, when the badness of the roads offers no serious obstacle to the progress of a foot-runner, the time varies as much as 42½ hours in 342 miles, and that the rate of travelling towards Calcutta, when the mails are light, is very frequently less favourable than the rate of travelling from Calcutta, when the mails are always heavy, and frequently overloaded.

Causes of delay.

219. The real cause of the irregularity and tardiness of the mails is that neither the runners nor the overseers (where they are employed) are subject to any control, and that the system of fining and rewarding them according to the rate at which the mails are carried has been allowed to fall into entire disuse. I have not been able to ascertain a single instance in which rewards to overseers or runners have been granted or even applied for; and the general impression seems to be, that though there is an order fixing the standard rate of travelling at five miles an hour, no improvement will lead to additional remuneration.

220. The postmaster of Jessore stated to me that he considered "the chief cause of the delay in the dawks to be the circumstance that the hurkarus do not reside at the chokeys, but in the nearest bazar, which may be a mile or two off, or even more. It frequently happens that when the dawk arrives at a chokey the hurkarus are not in attendance; and then either the tired hurkarus must carry on the dawk, or, as is more generally the case, the dawk is delayed till the hurkarus return to the chokey."

221. In addition to this cause, it not unfrequently happens that the fixed number of runners is not kept up, and that weak and infirm persons are entertained upon lower wages than an able-bodied runner would require, though the full pay of an efficient establishment is drawn by the persons by whom the runners are paid. These causes are sufficient to account in a great measure for the slow rate at which the mails are carried throughout the greater part of the Lower Provines; and they will always exist, unless the overseers are held practically responsible for the speed of the mails, and unless postmasters are obliged constantly to travel along the several lines of road.

Means of checking time.

222. The only means now used of checking the time of travelling in the Lower Provinces is by the telegraphs which accompany the mails to and from the Calcutta General Post-office along the direct lines of road. No reckoning is taken of the rate of travelling on branch or cross roads, or of the time occupied in the transit of mails from one Mofussil Post-office to another, except on temporary and special occasions, when a complaint is made of unusual delay in any particular direction, and then the local postmasters are directed to keep up local telegraphs between two given points for a short time, and send them to the Postmaster-general.†

Improvement suggested.

223. Each postmaster ought to keep a daily register of the time occupied in the transit of the mails on every road within his jurisdiction, and he should submit a monthly average statement of the same for the information of the Postmaster-general, together with a bill of rewards payable to the overseers and runners. Unless it should be thought expedient again to

* Enclosure (I.).

† The telegraph is obviously unfitted for shewing the time at which a mail leaves any given station, as the entry must be made and the telegraph deposited in the mail-bag some minutes before the mail starts.

to introduce into this Presidency the system of contracting for the conveyance of the mails by foot runners for comparatively short distances, which has been found to answer at Bombay, but which was abandoned in this Presidency 10 years ago at Captain Taylor's recommendation, on account of the expense attending it; there should be an overseer to every 30 or 40 miles of road, whose pay should chiefly depend upon the rate on which the mails are conveyed, due allowance being made for rivers and other local impediments. On most of the roads in this Presidency overseers are already appointed, though not properly controlled. Each overseer should keep a daily register of the rate of travelling in each chokey, and forward the same monthly for the information of the postmaster, by whom it should be compared with other returns, and incorporated in the general monthly time statement to be submitted to the Postmaster-general. App. (C.), No. 1.

224. In the North-west Provinces (inclusive of the Punjab) there are 11,411 miles of post road. On 1067¼ miles the mails are carried in carts or carriages, and on 10,343¾ miles by foot runners. The lines of road on which the mail is carried by mail carts are noted in the margin.* Except on the road from Meerut to Umballa, from Delhi to Meerut, and from Cawnpore to Lucknow, where the mails are conveyed by contract, the mail cart establishments are managed by superintendents who receive a fixed salary for this special service, and some of them are also further remunerated by a mileage for increased speed. North-west Provinces.

225. The stages along these lines of roads vary from five to six miles, and at every stage there are three horses which are hired at the rate of *Rs.* 16 a month each, and an additional remuneration of one rupee for each horse for every half mile of speed above eight miles an hour up to 11 miles. The syces are paid and the harness provided by the persons who supply the horses, and one rupee a month is deducted from the hire of each horse for the pay of the drivers who are also remunerated by a minimum monthly salary of *Rs.* 7, increased by eight annas for every additional half mile of speed up to 11 miles. There is an overseer to every 40 or 50 miles of road, whose pay is *Rs.* 30 a month, and a head overseer for every 100 or 120 miles, whose pay is *Rs.* 50 a month; but this expense is met partly from the receipts of the bullock train, which is under the same management. Grand trunk road and its branches.

226. The superintendents of the mail carts are remunerated, as already mentioned, by a separate salary, and in some instances by a further allowance depending on the rate of speed at which the mails are conveyed. Where postmasters are also superintendents of mail-cart establishments, the salaries of the two offices are distinct.

227. Between Meerut and Umballa (132 miles) the contractor agrees to convey the mails, (provided they do not exceed two maunds in weight, and are not sent oftener than once in every 24 hours) in 15 hours during the dry season, viz. from 15th October to the 15th June, exclusive of ten minutes' detention at each of the intermediate post-offices. For this service he receives *Rs.* 2,000 a month, subject to a fine of *Rs.* 50 for every half-hour's detention beyond the 15 hours. In the rains four hours is allowed for detention. Meerut to Umballa.

The contractor engages to carry all expresses on horseback without additional charge, and to be responsible for the safety of all packets entrusted to him. And he also binds himself not to carry any private passengers or parcels under a penalty of *Rs.* 50.

228. Between Delhi and Meerut (44 miles) the mails and parcels are conveyed by contract in a palanquin carriage, the contractor receiving a monthly payment of *Rs.* 90 a month. He receives also the proceeds arising from the fare of passengers travelling in the same conveyance, subject to a deduction of 10 per cent., which is carried to the credit of the dawk bungalow fund. Delhi to Meerut.

229. Between Cawnpore and Lucknow (53 miles) there is a similar contract, the mails being carried to and fro in the palanquin carriages twice in every 24 hours, in consideration of a fixed payment of *Rs.* 188 a month, and the proceeds from the fare of passengers, less a deduction of 10 per cent. payable to the dawk bungalow fund. Cawnpore to Lucknow.

230. It is very difficult to form an accurate estimate of the expense of conveying the mails in the North-west Provinces† on lines where mail carts or carriages are used for the purpose, and where the Post-office also undertakes the conveyance of passengers in carriages and on trucks. On the grand trunk line from Benares to Delhi, and on the branch roads to Agra and Meerut, carriages and trucks are provided by Government for the conveyance of travellers, and at every stage two horses are entertained for the same purpose in addition to those kept up for the mail carts. The expense of those two horses are debited to the passenger establishment, but they are also available for the conveyance of the mails, and the mail cart horses are also available for the conveyance of passengers. The passenger horses are Expense of conveyance.

* Mail Carts.

	Miles.		Miles.
Benares to Allahabad -	72¼	Jullunder to Lahore	- 94
Allahabad to Cawnpore	- 125	Allygurh to Agra -	- 52
Cawnpore to Allygurh	- 182	Bhowghong to Agra	- 80
Allygurh to Delhie -	- 80	Cawnpore to Lucknow	- 53
Khoorja to Meerut -	- 40	Delhi to Meerut -	- 44
Meerut to Umballa -	- 132		
Umballa to Jullunder -	- 113		1,067¼

Except between Meerut and Lahore, a distance of 339 miles, the roads on which the mail is conveyed in carts and carriages are metalled.

† Enclosure (G.)

App. (C.), No. 1.

are almost always put in requisition for the conveyance of expresses. On these lines of road the banghy parcels are all conveyed either in the mail carts or the passenger carriages. The whole of the banghy postage is credited in account under the head of banghy, but the whole expense of carrying the parcels is included in that of conveying the mails and passengers.

System works well.

231. The system works well, and gives great satisfaction to the public. I am not aware that, under existing circumstances, it is susceptible of any material improvement. But it should be borne in mind, in estimating the relative expense of carrying the mails in Bengal and the North west Provinces, that in the latter the carriage of passengers not only affords the Post-office a considerable profit, but enables it to carry the mails and parcels more expeditiously and at a cheaper rate than it could otherwise do.

Agra to Indor

232. A proposition has been recently made to the Government by the Postmaster-general of the North-west Provinces to establish a carriage dawk between Agra and Indore to connect the mail cart and horse dawk line from Bombay to Indore with the mail cart dawk in the Doab, and expedite the bi-monthly Overland mail to and from all the stations in the Upper Provinces. The state of the road, which is neither metalled nor bridged, is the only obstacle to the proposed arrangement, by which a very considerable increase of speed would be attained on this important line, and the expense of which would, in the Postmaster-general's opinion, be in a great measure defrayed by the carriage of passengers.

State of roads throughout the Presidency.

233. It is hardly necessary for me to observe that the state of the roads throughout the Presidency, and I may almost add the absence of them in most parts of Bengal, would prevent the adoption of speedier means of transit, even where it could be done without additional expense, or where the extent of correspondence might justify an increased outlay for the purpose. The same cause, especially in the rainy season, and where unbridged rivers and nullahs have to be crossed, causes considerable delay in the transit of the foot posts, and affords a pretext for much more than is really owing to other causes. The funds now appropriated to the formation and maintenance of roads in the several districts, and particularly in those of the Lower Provinces, are altogether insufficient for the purpose; and it is to be feared that, as now administered, they are not always expended judiciously or with a proper regard to permanence and general utility. It has, however, been no part of my duty to inquire particularly into this subject. However necessary good roads may be to perfection in Post-office arrangements, they are of far greater importance as affecting the transit of goods and passengers from one part of the country to another.

Speed of greater importance than punctuality.

234. In the present state of postal communication in India, speed must be regarded as a far more important object than punctuality. There is undoubtedly a point beyond which it is not desirable to urge the strength either of man or beast, but this point has not been reached in any part of this Presidency, except on some sections of the grand trunk road in the North-west Provinces; and any attempt to regulate the transit of the mails at a more moderate pace would certainly lead to delay, without any assurance of greater punctuality. The attainment of punctuality is rendered extremely difficult both by the want of proper means and appliances for regulating the time at the different stations along a given line of road, and by the habitual incapacity of natives to appreciate the value of time and the use of marking it with accuracy. If a native coachman or runner be directed to accomplish a given distance as quickly as possible, he perfectly understands the order, though he may disobey it; but if he be told to moderate his pace so as to arrive at the end of his journey at a precise given time, the order is quite unintelligible to him, and its probable effect will be to make him delay on the road, and assign the order as an excuse. Exactness is a quality characteristic of a much higher stage of civilization than the natives of India in general have yet arrived at. The object of the Post-office should be first to attain, and afterwards to maintain the highest rate of speed of which the means of transit on each line of road are capable. To prescribe a lower rate of speed in the hope of securing regularity, would, in my opinion, be a mistake.

Regularity of despatch will be promoted by the appointment of inspecting postmasters.

235. As regards regularity in the despatch of mails from terminal stations, and promptness in forwarding them from intermediate ones, points of great importance in the economy of the department which are now but imperfectly attended to, as well as in the rate of travelling, great improvement may be expected from the appointment of inspecting postmasters as proposed above in the 159th paragraph of this memorandum, and in Bengal from the more frequent local visitation of the Postmaster-general.

Post-office establishment.
North-west Provinces.

236. Two statements* are appended showing the office establishments now maintained at every post-office in the two divisions of the Presidency. The establishments in the North-west Provinces and the Punjab consist of the following officers:

	Monthly Salary. Rs.	a.	p.
56 Postmasters - - - -	4,835	-	-
269 Post-office Writers - -	7,003	-	-
147 Moonshees and Mutsuddies	1,898	-	-
TOTAL - - - Rs.	13,736	-	-

The

* Enclosures (K.) and (M.)

The salaries of the Postmasters are according to the following grades:

		Monthly Salary.		
		R.	a.	p.
1 Postmaster, at *Rs.* 350	- - - - - -	350	-	-
1 ditto, at „ 250	- - - - - -	250	-	-
2 ditto, at „ 200	- - - - - -	400	-	-
1 ditto, at „ 175	- - - - - -	175	-	-
5 ditto, at „ 150	- - - - - -	750	-	-
10 ditto, at „ 100	- - - - - -	1,000	-	-
2 ditto, at „ 80	- - - - - -	160	-	-
2 ditto, at „ 70	- - - - - -	140	-	-
1 ditto, at „ 60	- - - - - -	60	-	-
31 ditto, at „ 50	- - - - - -	1,550	-	-
56	TOTAL - - - *Rs.*	4,835	-	-

The Post-office Writers are thus remunerated:

1 Writer, at *Rs.* 80	- - - - - -	80	-	-
2 ditto, at „ 75	- - - - - -	150	-	-
4 ditto, at „ 60	- - - - - -	240	-	-
1 ditto, at „ 55	- - - - - -	55	-	-
6 ditto, at „ 50	- - - - - -	300	-	-
6 ditto, at „ 45	- - - - - -	270	-	-
20 ditto, at „ 40	- - - - - -	800	-	-
1 ditto, at „ 38	- - - - - -	38	-	-
12 ditto, at „ 35	- - - - - -	420	-	-
1 ditto, at „ 33	- - - - - -	33	-	-
55 ditto, at „ 30	- - - - - -	1,650	-	-
1 ditto, at „ 27	- - - - - -	27	-	-
29 ditto, at „ 25	- - - - - -	725	-	-
59 ditto, at „ 20	- - - - - -	1,180	-	-
2 ditto, at „ 17	- - - - - -	34	-	-
1 ditto, at „ 16	- - - - - -	16	-	-
61 ditto, at „ 15	- - - - - -	915	-	-
2 ditto, at „ 12	- - - - - -	24	-	-
3 ditto, at „ 10	- - - - - -	30	-	-
2 ditto, at „ 8	- - - - - -	16	-	-
269	TOTAL - - - *Rs.*	7,003	-	-

And the Moonshees and Mutsuddies as follows:

13 Moonshees and Mutsuddies,	at *Rs.* 25	- -	325	-	-
8 ditto, - - -	at „ 20	- -	160	-	-
5 ditto, - - -	at „ 17	- -	85	-	-
43 ditto, - - -	at „ 15	- -	645	-	-
4 ditto, - - -	at „ 12	- -	48	-	-
36 ditto, - - -	at „ 10	- -	360	-	-
1 ditto, - - -	at „ 9	- -	9	-	-
9 ditto, - - -	at „ 8	- -	72	-	-
2 ditto, - - -	at „ 7. 8.	- -	15	-	-
24 ditto, - - -	at „ 7	- -	168	-	-
1 ditto, - - -	at „ 6	- -	6	-	-
1 ditto, - - -	at „ 5	- -	5	-	-
147	TOTAL - - - *Rs.*		1,898	-	-

237. There are altogether, according to the returns furnished by the Postmaster-general, 197 post-offices in the North-west Provinces and Punjab, of which one (Morad Munzil) has since been abolished, and 17 it has been proposed to transfer to Bombay. To those 17 there are now attached 3 postmasters at an aggregate monthly cost of *Rs.* 250, and 31 clerks at *Rs.* 734; and at the remaining 179 post-offices there are employed 53 postmasters at a total monthly cost of *Rs.* 4,585, and 385 writers and moonshees at a total monthly cost of *Rs.* 8,167. The aggregate amount of the monthly salaries of the clerks at the head of these 179 post-offices is *Rs.* 4,431, and the aggregate amount of the salaries of all the subordinate clerks is *Rs.* 3,736. The available resources in the North-west Provinces for Post-office establishment (exclusive of allowances given in special connexion with the mail cart, passenger van, and bullock train establishments) are therefore as follows:

Postmasters

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	Rs. a. p.
Postmasters' salaries - - - - - - - - - - - -	4,585 - -
Salaries of Head Clerks - - - - - - - - - - -	4,431 - -
Ditto of Subordinate Clerks - - - - - - - - - -	3,736 - -
Fixed allowance sanctioned by Government to be expended in improving the Post-office at the discretion of the Postmaster-general -	300 - -
TOTAL - - - Rs.	13,052 - -

Proposed establishment.

238. This sum, it appears to me, may be disposed of most advantageously for the department in the following manner:

	Rs. a. p.	Rs. a. p.
4 Inspecting Postmasters at *Rs.* 400 (including travelling and mileage) - - - - - - - - -	1,600 - -	
4 ditto, at *Rs.* 350 (ditto ditto) - - - - - -	1,400 - -	
		3,000 - -
6 Deputy Postmasters at *Rs.* 150 (Agra, Benares, Cawnpore, Delhi, Meerut and Lahore) - - - - -	900 - -	
8 ditto, at 100 - - - - - - - - - - (Allahabad, Futtehgurh, Lucknow, Mirzapore, Simlah, Umballa, Wuzeerabad and Ferozepore.)	800 - -	
8 ditto, at *Rs.* 75 - - - - - - - - - - (Allygurh, Bareilly, Landour, Loodhiana, Muttra, Mynpooree, Jullunder and Peshawur.)	600 - -	
12 ditto, at *Rs.* 50 - - - - - - - - - - (Ghazeepore, Gwalior, Jubbulpore, Kussowlee, Moradabad, Seharunpore, Shahjehanpore, Saugor, Hoshyarpore, Umritsir, Mooltan and Rawul Pindee.)	360 - -	
15 ditto, at *Rs.* 40 - - - - - - - - - - (Futtehpoor, Ajmere, Hatras, Almora, Banda, Culpee, Bhewauny, Etawah, Goruckpoor, Jyepoor, Jounpoor, Kurnaul, Nusseerabad, Nyneetal, and Azimgurh.)	600 - -	
12 ditto, at *Rs.* 30 - - - - - - - - - - (Bulundshuhur, Budaon, Rewaree, Hansi, Hoshungabad, Jhansi, Mozuffernuggur, Chunar, Subathoo, Jheelum, Kurtarpore and Jalown.)	360 - -	
20 ditto, at *Rs.* 25 - - - - - - - - - - (Rajapoor, Chundowsee, Rohtuk, Humeerpoor, Hissar, Koonch, Dehra, Sultanpoor Oude, Samlee, Bijnore, Nursingpoor, Nyagong, Sirsa, Juggadree, Dugshahee, Buttala, Nakoda, Phillour, Dera Ismail Khan, and Sealkote.)	500 - -	
42 ditto, at *Rs.* 20 - - - - - - - - - - (Khujooah, Khoorjah, Secundra-Rao, Baitool, Pillibheet, Khasgunge, Goorgaon, Paneeput, Kosee, Ladwa, Seetapore, Fyzabad, Hauper, Rampoor, Dhampoor, Bindrabun, Shekoabad, Putteealee, Nagode, Roorkee, Dumoh, Lullutpoor, Sehore, Bhopaul, Seepree, Seonee, Kangra, Hajeepoor, Noorpoor, Mokerian, Pak Puttan, Shekopoora, Shapoor, Bunnoo, Goozeranwalla, Meean Meer, Jhung, Kohat, Kussoor, Dera Ghajeekhan, Attock, and Bode Pind.)	840 - -	
56 ditto, at *Rs.* 15 - - - - - - - - - - (Shahazadpoor, Sirsa, Anopshuher, Bhowgong, Etah, Secundrabad, Loohooghat, Petoragurh, Mahoba, Kuttra, Jellalabad, (1), Gopeegunge, Sultanpore Benares, Syedpoor, Jellalabad (2), Jellalabad (3), Bagput, Burrode, Noh, Pulwul, Jeswuntnugger, Oorie, Mahona, Hodul, Bhurtpoor, Kalka, Rajpoor, Hurdwar, Alynugger, Jokahee, Kuttra, Rewa, Casheepoor, Nujeebabad, Gurmuktesur, Beaur, Kishengurh, Mouranipoor, Chutterpoor, Heerapoor, Bhilsa, Gooniah, Seronje, Kotgurh, Thanesur, Tanda, Dhurmsala, Phugwara, Hazara, Guzerat, Lukhee, Pind Dadun Khan, Huruppa, Leia, Mozuffergurh and Bhawulpoor.)	840 - -	
		6,040 - -
Salaries of Subordinate Clerks as at present - - -	- - - -	3,736 - -
		12,776 - -
Saving - - - - - - - - -		276 - -
TOTAL - - - Rs.		13,052 - -

239. In

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Lower Provinces.

239. In the Lower Provinces the Post-office establishments consist of:

		Rs.	a.	p.
32	Postmasters and Assistant Postmasters - -	2,520	–	–
175	Post-office Writers - - - - - - -	3,378	4	–
25	Moonshees and Mutsudies - - - - -	221	–	–
	TOTAL - - - Rs.	6,119	4	–

The salaries of the Postmasters and Assistant Postmasters are as follows:

				Rs.	a.	p.
2	Postmasters and Assistant Postmasters,	at	Rs. 250	500	–	–
2	ditto, - - - - - -	at	„ 200	400	–	–
5	ditto, - - - - - -	at	„ 100	500	–	–
22	ditto, - - - - - -	at	„ 50	1,100	–	–
1	ditto, - - - - - -	at	„ 20	20	–	–
32			TOTAL - - - Rs.	2,520	–	–

The Post-office Writers are thus remunerated:

				Rs.	a.	p.
1	Writer,	at	Rs. 75	75	–	–
1	ditto,	at	„ 60	60	–	–
1	ditto,	at	„ 52. 4.	52	4	–
3	ditto,	at	„ 50	150	–	–
3	ditto,	at	„ 40	120	–	–
1	ditto,	at	„ 36	36	–	–
3	ditto,	at	„ 35	105	–	–
7	ditto,	at	„ 30	210	–	–
15	ditto,	at	„ 25	375	–	–
2	ditto,	at	„ 22	44	–	–
34	ditto,	at	„ 20	680	–	–
2	ditto,	at	„ 17	34	–	–
83	ditto,	at	„ 15	1,245	–	–
2	ditto,	at	„ 12	24	–	–
16	ditto,	at	„ 10	160	–	–
1	ditto,	at	„ 8	8	–	–
175			TOTAL - - - Rs.	3,378	4	–

And the Moonshees and Mutsuddies as follows:

				Rs.	a.	p.
3	Moonshees and Mutsuddies,	at	Rs. 15	45	–	–
8	ditto,	at	„ 10	80	–	–
6	ditto,	at	„ 8	48	–	–
3	ditto,	at	„ 7	21	–	–
2	ditto,	at	„ 6	12	–	–
3	ditto,	at	„ 5	15	–	–
25			TOTAL - - - Rs.	221	–	–

240. In these provinces there are 142 post-offices,* of which it is proposed to transfer two (Nagpore and Kamptee) to Bombay. Attached to those two offices are one postmaster, with a salary of *Rs.* 50, and nine clerks with a total salary of *Rs.* 168. At the remaining 140 post-offices there are employed 31 postmasters and assistant postmasters, at a total monthly cost of *Rs.* 2,470, and 191 writers and moonshees, at a total monthly cost of *Rs.* 3,431. 4. The aggregate amount of the monthly salaries of the clerks at the head of these 140 post-offices is *Rs.* 2,625. 4., and of the subordinate clerks *Rs.* 806. The available resources for Post-office establishment in the Lower Provinces are therefore as follows:

	Rs.	a.	p.
Postmasters' salaries - - - - - - -	2,470	–	–
Salaries of Head Clerks - - - - - -	2,625	4	–
Ditto of Subordinate Clerks - - - - -	806	–	–
Saving from North-west Provinces - - -	276	–	–
Saving from Calcutta General Post-office - -	485	–	–
TOTAL - - - Rs.	6,662	4	–

241. The

* Besides two (Serajgunge and Allygunge Sewan) which have been established since the commencement of my inquiry.

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Proposed establishment.

241. The establishment which, in accordance with the views I have already explained, appears to me absolutely necessary for the efficient administration of the department, is as follows:

	Rs.	a.	p.	Rs.	a.	p.
3 Inspecting Postmasters, at *Rs.* 400 (including travelling and mileage allowance) - - - - - -	1,200	–	–			
4 Ditto, at *Rs.* 350 (including ditto ditto) - - - -	1,400	–	–			
				2,600	–	–
1 Deputy Postmaster (Kedgeree) at *Rs.* 100 - - -	100	–	–			
6 Deputy Postmasters at *Rs.* 75 - - - - - - (Barrackpore, Berhampore, Dacca, Hooghly, Nuddea and Patna.)	450	–	–			
10 Deputy Postmasters, at *Rs.* 50 - - - - - - (Burdwan, Bhaugulpore, Bauleah, Chupra, Dinapore, Gyah, Jessore, Midnapore, Monghyr and Tirhoot).	500	–	–			
10 Ditto, at *Rs.* 40 - - - - - - - - - - (Arrah, Jeeagunge, Backergunge, Chittagong, Cuttack, Dinajpore, Furreedpore, Mymensing, Purneah and Pubnah.)	400	–	–			
11 Ditto, at *Rs.* 30 - - - - - - - - - - (Bhullooah, Beerbhoom, Bankora, Balasore, Darjeeling, Dum Dum, Chundernugur, Maldah, Rungpore, Serampore and Tippera).	330	–	–			
12 Ditto, at *Rs.* 25 - - - - - - - - - - (Khamra, Bograh, Chota Nagpore, Gwalpara, Cutwa, Culna, Hazareebagh, Ghuttal, Santipore, Pooree, Sylhet and Tumlook.)	300	–	–			
25 Ditto, at *Rs.* 20 - - - - - - - - - - (Buxar, Mungulpore, Colgong, Rajmehal, Aurungabad, Nattoor, Nulchitty, Baraset, Cherrapoonjee, Contai, Diamond Harbour, Nyaserai, Digra, Kooineah, Jynugger, Magoorah, Jenadah, Barh, Manbhoom, Mootchary, Bettiah, Ranaghat, Comercolly, Shergotty and Durbungah.)	500	–	–			
42 Ditto, at *Rs.* 15 - - - - - - - - - - (Agurparah, Boodbood, Bughoder, Bhagwangolah, Dewanserai, Sekreegully, Sultangunge, Surdah, Luckeepore, Pattahaut, Bagundee, Soorool, Kandee, Bunwaribad, Jahanabad, Bishenpore, Kotulpore, Ellypore, Cacha, Chyebassa, Titalya, Kursiong, Jehanabad, Behar, Coochbehar, Jehannugger, Patolee, Jellasore, Keerpoy, Kumerara, Gurbeta, Jumalpore, Merai, Dowlutgunge, Nipal, Futwa, Kishengunge, Nauthpore, Raepore, Sumbulpore, Nubbeenugger, and Sasseram.)	630	–	–			
				3,210	–	–
Subordinate Clerks at the above 117 Post-offices - -	-	-	-	557	–	–
3 (Bongong, Nowhatta and Fort Gloster) at which the Establishment is not paid by Government.						
20 (Gowhatty, Akyab, Seebsagur, Tezpoor, Kyouk Phyoo, Luckimpore, Saikoah, Debroghur, Ramree, Nowgong, Sandoway, Munnipoor, Jypore, Jorehaut, Singapore, Penang, Malacca, Moulmein, Mergui and Tavoy) at which no change of establishment is proposed - - - - - - - - - - -	-	-	-	1,027	4	–
				7,394	4	–
Special allowances to the Deputy Postmasters of Sumbulpore and Sherghotty for supervising Mail Contracts at *Rs.* 175 - - - - - - -	-	-	-	350	–	–
TOTAL - -			Rs.	7,744	4	–

Increase of expense.

242. The plan of establishment I have sketched above involves an increase of cost for establishment for the Mofussil post-offices of the Lower Provinces (even after appropriating the savings arising from the alteration in the General Post-office, and in the post-offices of the North-west Provinces) to the extent of 1,000 rupees; but I do not think it practicable to attain any degree of efficiency in the management of the department without incurring this additional expense for the purpose.

Cecil Beadon,
Commissioner.

Calcutta, 28 April 1851.

Enclosure (A.)

PAPERS relative to the Duties of the DEPUTY POSTMASTER-GENERAL.

(No. 2.)

MR. J. B. Bennett having been appointed Deputy Postmaster-general, the following rules are hereby laid down for the guidance of that officer, drawn up in accordance with those prescribed in 1829 by the then Postmaster-general, the Honourable J. E. Elliott.

All requisitions for laying Dâks are to be attended to by the Deputy Postmaster-general; all complaints from parties in Calcutta, or in out-stations, regarding the non-receipt or misdelivery of letters, papers, parcels, &c.; all applications for the refund of demurrage deposit by Dâk travellers, all complaints of delay incurred in Dâk travelling, all applications for refund of postage, and return of letters to the senders thereof, in cases where it has been rejected by the addressee, and all inquiries on miscellaneous subjects, are to be attended to by the Deputy Postmaster-general, leaving, of course, to that officer the privilege of making over to me any cases which he may consider require my attention, orders, or opinion.

All correspondence from the postmasters in the interior districts on the above subjects will also be directed to the Deputy Postmaster-general, and answered by him; and such as may be addressed to me (falling within his capacity) will also be made over to that officer for disposal.

The Deputy Postmaster-general will exercise a general superintendence over the whole of the establishment, excepting the treasurer's and the accountant's department, and be careful that vigilance and punctuality are observed in all its branches, special attention being paid to the delivery department, and the daily collection of postage on bearing letters delivered.

(signed) *W. Tayler,*
Postmaster-general.

26 January 1847.

(No. 5.)

WITH a view to the better management of the correspondence department, all letters from this date will be taken to be opened to the Deputy Postmaster-general; and as many letters are addressed to me on subjects exclusively connected with the duties of the Deputy Postmaster-general, Mr. Bennett being in the office at the time of the arrival of the mails, will be so good as to open all the public letters, and make over to the register those which are to be laid before me, which the register will then docket and submit for orders.

All demi-official or private service letters to my address should be sent to me unopened.

The Deputy Postmaster-general will be so good as to draw out for my consideration any rules for the more methodical conduct of the details of the correspondence, subsequent to the opening and division of the letters, that may appear to him to be most advisable and best calculated to ensure punctuality and order.

(signed) *W. Tayler,*
Postmaster-general.

General Post-office,
23 August 1847.

(No. 75.)

WITH reference to the letter from the Secretary to Government of India, dated 1st instant (No. 365), it is hereby ordered that two days before the despatch of the overland, ordinary, express and after packet, letters be written according to the annexed form to each of the secretary's offices, intimating to them the latest hour at which letters can be received; that the packets be kept open for one hour after the hour so fixed to provide against accidents; but at the expiration of that hour, as the clock strikes, the mails will be closed and despatched, and no letter from any party be on any account received.

The Deputy Postmaster-general is requested to see that these orders are strictly and invariably carried into effect, and it will be the special duty of Mr. Deefholts to see that the letters to the secretaries be punctually submitted for my signature on each occasion.

(No. 111.)

IN this case there is no doubt that Captain Robinson has experienced considerable inconvenience, owing, in a great measure, to the negligence of the sirdar bearer; but as the man who was then officiating has left the office, no punishment can now be inflicted.

The Deputy Postmaster-general will be so good, as to take engagements from the sirdar for the satisfactory discharge of his duties, and also insist upon his keeping bearers at Augurparah for the future, as an indispensable condition of his continuance in the situation.

General Post-office, (signed) *W. Tayler,*
18 August 1849. Postmaster-general.

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(No. 114.)

The Postmaster-general observes with surprise that positive orders issued for the guidance of the delivery establishment are, after a certain lapse of time, allowed to be neglected and disobeyed.

The peons have no liveries, and never use their bells for the purpose for which they were delivered.

The head inspector will immediately procure caps and bells for all the peons, which will be paid for out of their wages, and inform them that if they disregard any of the orders given to them they will be subjected to severe punishment.

It appears also to have become a habit for peons to give letters to other persons for delivery without any good or sufficient reason. This practice is highly objectionable, and is to be strictly prohibited. The Deputy Postmaster-general is particularly requested to see that these orders are not only carried into effect at the time they are issued, but at all times. The numerous instances of misconduct on the part of the peons, which have lately come to notice, are most discreditable to the department.

(signed) *W. Tayler*,
Postmaster-general.

General Post-office,
8 September 1849.

Extract of a Letter from the Under Secretary to the Government of *Bengal*, to the Postmaster-general, No. 3277, dated 14 December 1846.

3. The Deputy-governor has been pleased to appoint Mr. J. B. Bennett, superintendent of Abkarree revenue at Hooghly, to succeed Mr. Crichton as Deputy Postmaster-general.

4. I am directed to take this opportunity of stating that the reasons which led the Deputy-governor to assent to your occupation of the private rooms in the Post-office, have ceased with Mr. Crichton's removal. The business of detail, which the officer resident on the premises is expected to perform, belongs more properly to the deputy than to the Postmaster-general, and, if attempted by the latter, must necessarily interfere with the more important duties required of the head of the department. As Mr. Bennett has been informed that he will be provided with quarters in addition to his fixed salary of *Rs.* 500 a month, his Honour desires me to request that you will take early steps to put him in possession of the apartments formerly occupied by Mr. Moore, and afterwards by Mr. Crichton and yourself.

(True copies.)

Cecil Beadon, Commissioner.

Enclosure (B.)

Map of *Calcutta* (annexed), showing the beats of the Delivery Peons.

Enclosure (C.)

Return showing the Number of Covers Posted at each of the Six Receiving Houses within the Calcutta General Post-office Delivery, during the Month of July 1850.

NAME of Receiving Houses.	Number of Letters, including Law papers, &c.				Number of Gazettes.				Amount of Postage Collected.		Remarks.
	Paid.	Bearing.	Service.	Total.	Paid.	Bearing.	Service.	Total.	On Paid Letters.	On Bearing Letters.	
									Rs. a. p.	*Rs. a. p.*	
No. 1, at Park-street -	1,031	1,736	111	2,878	19	198	–	217	174 12 6	109 14 –	
No. 2, at Machobazar -	1,485	2,663	1	4,149	2	43	–	45	125 14 6	319 9 6	
No. 3, at Baughbazar -	1,045	1,898	2	2,945	3	6	–	9	112 7 –	258 7 –	
No. 4, at Bhowanypore -	819	3,149	98	4,066	1	39	–	40	67 8 6	215 3 –	
No. 5, at Kidderpore -	475	783	693	1,951	–	–	–	–	54 3 –	360 14 6	
No. 6, at Boytokhana -	527	739	2	1,268	61	58	6	125	58 13 –	104 5 –	
Total - - -	5,382	10,968	907	17,257	86	344	6	436	593 10 6	1,868 5 –	

Calcutta, General Post-office,
24 September 1850.

(signed) *W. Tayler*,
Postmaster-general.

Enclosure (D.)

NOTE on the Delivery of Letters.

THE great obstacles to effectual delivery in Calcutta are these:

1st. The distance of the houses from each other, and the peculiar habits under which the resident is inaccessible, save through a phalanx of servants. A letter is delivered to an indolent durwan, who probably sits and smokes over it for five minutes, then hands it to a bearer or chuprassee, who transfers it to another, who gives it to the sirdar, who at his leisure takes it in to his master; and after this concatenation of transfers, like the letter from Front-de-bœuf in Locksley's camp, the sirdar condescends to produce the postage.

I have done my best to counteract these difficulties, by providing the peons with bells, entreating the public by advertisement not to delay them, and prohibiting the peons from delivering the letters without prepayment. In vain. The peons were so ridiculed and bullied about their bells, that they became ashamed to ring them. If they expostulate or refuse delivery, they get cuffed and abused. Durwans won't stop their pipes. Bearers, khidmutgars, and chuprassees, won't drop their natures or their habits. The community will not stir a finger in co-operation.

I was once living in a lodging-house for some days, and saw a peon summoned to the top of the house by a gentleman, and then and there cabined, cribbed, and confined for 10 minutes at the least.

The peons themselves are idle and apathetic from their cradle; dishonesty is their second nature.

2dly. The peons cannot read English. The mysterious jugglery by which, in the midst of tumult, confusion, and noise, a circle of peons, seated cross-legged on the ground, receive the letters from a hoarse clerk, who bawls out the names in barbarous mis-pronunciation at the moment he throws down the letter before each man in the circle; the cabalistic signs by which the peon marks each letter at the moment with some hieroglyphic stroke, to designate the English name; these strange proceedings, impossible to describe, and only to be appreciated by ocular inspection, will serve to shew the monstrous difficulties under which the system of delivery is conducted; and I feel sure that any reasonable man, witnessing the process, though suffering himself from the most irritating case of "misdelivery" conceivable, would, with this scene before his eyes, confess that the only marvel is, how the *thousands* of letters that are daily delivered with accuracy and punctuality, can possibly reach their addressees. I beg to make it a particular request, that the Commissioner may witness the process of opening and distributing the steamer mails from beginning to end; *i. e.*, if he can sustain the trial.

To ensure a perfect or tolerably perfect delivery, it appears to me that two things are necessary: 1st, the abolition of bearing letters, which by obviating the necessity of collecting postage, removes the principal cause of delay. As, however, the feasibility of the measure is connected with many other considerations, I do not dilate upon it, but proceed to the 2d great requisite, the employment of a higher class of men altogether for the actual delivery, and the distribution of letters by cart.

Taking into consideration the great extent of the peon's beats, the distance between the houses, and the climate, I think the delivery ought to be made by men in light carts, with fast trotting horses.

A smart European in a light mail cart, with a hood, with one or two peons under him, might deliver letters with great precision and rapidity; and dressed in the royal red of the Post-office, with a neat vehicle, and a general appearance of respectability and position, would easily be able to command and enforce from the community that attention and respect which can never be obtained by the native peon.

I would make such a man to drive, trumpetting up the streets, and insist upon householders having a servant at their outer gate, with funds for payment of postage.

I will not enter further into the details of this scheme, but leave it for the consideration of the Commissioner.

(signed) *W. Tayler*,
Postmaster-general.

General Post-office,
21 May 1850.

Enclosure (E.)

CONTRACT for the Supply of Contingencies to the General Post-office, *Calcutta*.

THIS article of agreement made and entered into this fifteenth day of June A.D. 1847, between Ramlall Bose of Potuldangah-street, of the town of Calcutta, and Presidency of Bengal, trader, of the one part, and William Tayler, Esq., Postmaster-general of Bengal, of the other part, witnesseth, That the said Ramlall Bose of the first part does hereby bind himself, his heirs, successors and assigns, to supply for the use of the Honourable the East India Company's Post-office, being and situated in the town of Calcutta aforesaid, and known

App. (C.) No. 1.

as and designated the Calcutta General Post-office, with all and every of the articles enumerated in the annexed schedule marked (A.), which schedule is hereby declared to be as much a part and parcel of this agreement as if inserted in the body hereof, and to be valid and of force accordingly in *quantities actually required from time to time*, the articles which will be furnished to be of the best quality or at least equal to the musters furnished, the consumption of articles required for the rainy season, *i. e.*, from the commencement to final cessation of the rains, and that he shall always keep a good supply of all articles in the godown of the General Post-office sufficient at least for the requirement of this office for the space of a fortnight; and furthermore the said Ramlall Bose further contracts and agrees to effect at his own expenses and charge all repair of Banghy doolies during the period his contract may remain in force; and the said Ramlall Bose of the first part covenants, contracts, and agrees to pay the salaries of the following men; to wit, one dammerman, one ticca packerman, and one man to be employed in securing the seasons of the export dawk packets; and the said Ramlall Bose of the first part furthermore binds himself to endorse to and lodge with the Postmaster-general of Bengal the sum of Company's rupees One thousand (*Co's. Rs.* 1,000) in the East India Company's note, there to remain as collateral security for the due and faithful performance of this part of this agreement, for which the said party as aforesaid furthermore binds himself, his heirs, executors, and assigns, in the sum of Company's rupees One thousand, to forfeit, in the event of the said Ramlall Bose violating any of the clauses of this agreement in anywise or manner in the faithful and full performance, or of any part thereof, when the above-mentioned penalty shall and may be recovered from him or his heirs, executors, and administrators and assigns; and further, the said Ramlall Bose shall forfeit the amount of deposit and whatever arrears of allowance may be due to him; the said Ramlall Bose does hereby further promise and agree, that he shall on no account trouble the Postmaster-general with frivolous applications on any matters whatever during the time the contract may remain in force: And the said William Tayler, Esq., Postmaster-general of Bengal, of the second part as aforesaid, for and in consideration of the due fulfilment of his agreement by the said Ramlall Bose of the first part, binds himself, and his successors in office duly appointed, to pay the said Ramlall Bose, or his heirs, executors and assigns, the sum of Company's rupees Five hundred and Ten (*Co's. Rs.* 510) per mensem for each and every month, payable on the fifteenth of every successive month, the agreement or contract to be in full force and effect for the term of five years commencing from the date hereof until the twelfth day of January 1852 inclusive, the Postmaster-general reserving to himself and his successors in office the right and power, should occasion or circumstances or warrant require the same, and at any time during the said five years, to cancel this agreement, in which case a fortnight's previous notice will be given, when it shall be as null and void and of no effect as if never entered into. In witness whereof we have hereunto set our hands and seal this twelfth day of June, in the year of our Lord One thousand eight hundred and Forty-seven.

Signed, sealed
in the presence of

(signed) *W. Tayler*,
Postmaster-general.

(True Copy) *Cecil Beadon*,
Commissioner.

Schedule (A.)

Bullock hide for Moochee.	Mustard oil.
Large buckles for ditto.	Guggee cloth.
Small ditto ditto.	Gunney chutties.
Twine for sewing ditto.	Logline.
Waxcloth.	Twine.
Wax.	Jute rope.
Rosin.	Pitch.
Firewood.	Dammer.
Wax candle.	Dammer mill pots.
Sealing wax of three different qualities.	Brushes.
Cocoanut oil.	Earthen pot.

Nails, pumps, tacks and planks and canvas for banghy boxes, green painted canvas, wire net, and all such articles as it may be required for the reparation of the doolies.

Enclosure (F.)

STATEMENT, showing the Mode in which the MAIL is Conveyed from Station to Station in the Lower Provinces of the *Bengal* Presidency, the Cost of Conveyance, and the Average Rate of Speed at which it is Conveyed in the Dry and Rainy Seasons.

ROUTE.	Distance in Miles.	Number of Stages.	Mode of Conveyance.	By Contract or by Government Establishment.	Annual Cost, including the Salary of Overseers.	Annual Cost per Mile.	Rate of Travelling. Dry Season.	Rate of Travelling. Rains.
WESTERN ROAD.					*Rs. a. p.*	*Rs. a. p.*	*M. f. p.*	*M. f. p.*
Calcutta to Hooghly - -	28	4	Mail Cart - -	Contract -	4,536 - -	162 - -		
Hooghly to Burdwan - -	44	8	ditto - -	ditto - -	6,720 - -	152 11 7	7 7 30	5 6 15
Burdwan to Mungulpore -	53	11	ditto - -	ditto - -	8,904 - -	168 - -	8 0 15	5 6 36
Mungulpore to Burhee -	121	21	ditto - -	ditto - -	17,424 - -	144 - -		
Burhee to Sherghotty - -	44	8	ditto - -	ditto - -	5,940 - -	135 - -	7 6 9	5 4 14
Sherghotty to Benares -	129	22	ditto - -	ditto - -	17,376 - -	134 11 1	7 7 3	5 5 10
Calcutta to Barrackpore -	*16	2	Runners - -	- - Government establishment.	288 - -	18 - -		
Hooghly to Cutwa - -	48	6	ditto - -	ditto - -	396 - -	8 4 -		
Nyserai to Santipore - -	16	2	ditto - -	ditto - -	192 - -	12 - -		
Barrackpore to Serampore* -	2	1	Boat - -	ditto - -	48 - -	24 - -		
Burdwan to Bissenpore -	42	5	Runners - -	ditto - -	408 - -	9 11 5		
Burdwan to Soory - -	52	11	ditto - -	ditto - -	584 10 -	11 3 10		
Soory to Berhampore - -	54	8	ditto - -	ditto - -	914 2 -	16 14 10		
Kandy to Cutwa - -	22	5	ditto - -	ditto - -	288 - -	13 1 5		
Mungulpore to Sooree -	30	6	ditto - -	ditto - -	288 - -	9 9 7		
Sherghotty to Patna - -	81	14	ditto - -	ditto - -	2,472 - -	30 8 3	5 1 3	4 1 2
							4 6 29	4 6 23
Jehanabad to Behar - -	34	4	ditto - -	ditto - -	288 - -	8 7 6		
Patna to Mozufferpore -	43	7	ditto - -	ditto - -	552 - -	12 13 4	5 3 0	3 2 0
Mozufferpore to Durbungah -	32	6	ditto - -	ditto - -	504 - -	15 12 -	3 7 0	2 5 0
Mozufferpore to Nepaul -	166	26	ditto - -	ditto - -	4,104 - -	24 11 6		
Sigowlee to Bettia - -	15	2	ditto - -	ditto - -	144 - -	9 9 7		
Patna to Chupra - -	34	7	ditto - -	ditto - -	480 - -	14 1 10	6 0 0	6 0 0
							4 1 10	2 0 0
Chupra to Mooteeharee -	56	9	ditto - -	ditto - -	696 - -	12 6 10	3 1 10	2 6 10
Dinapore to Buxar - -	64	11	ditto - -	ditto - -	1,728 - -	27 - -	3 4 0	3 2 0
							3 6 0	3 6 0
Arrah to Chupra - -	16	3	ditto - -	ditto - -	144 - -	9 - -	2 6 0	1 3 0
Chupra to Mozufferpore -	50	7	ditto - -	ditto - -	588 - -	11 12 1		
Nowrunga to Nubbeenuggur -	28	4	ditto - -	ditto - -	192 - -	6 13 8		
Allynuggur to Chunar -	6	1	ditto - -	ditto - -	96 - -	16 - -		
Santipore to Nuddea - -	12	1	ditto - -	ditto - -	96 - -	8 - -		
	1,322	220	- - -	- - -	76,390 12 -	57 12 6		
NORTHERN ROAD.								
Calcutta to Baraset - -	15	2	Runners - -	- - Government establishment.	1,584 - -	105 9 7	4 6 1	3 7 11
Baraset to Nuddea - -	48	8	ditto - -	ditto - -	2,592 - -	54 - -	4 6 2	4 6 12
Nuddea to Jessore - -	55	9	ditto - -	ditto - -	804 - -	14 9 10		
Nuddea to Berhampore -	60	8	ditto - -	ditto - -	3,024 - -	50 6 4	4 7 10	4 4 24
Berhampore to Bauleah -	29	4	ditto - -	ditto - -	384 - -	13 3 10		
Bauleah to Bograh - -	77	7	ditto - -	ditto - -	672 - -	8 11 7	3 2 0	2 5 0
Bograh to Rungpore - -	72	7	ditto - -	ditto - -	660 - -	9 2 8		
Bauleah to Kamrah - -	30	4	ditto - -	ditto - -	384 - -	12 12 9	2 3 0	2 1 6
Bauleah to Pubna - -	55	5	ditto - -	ditto - -	480 - -	8 11 7	3 0 0	1 4 0
Bograh to Jamalpore - -	40	5	ditto - -	ditto - -	750 - -	18 12 -	2 2 0	1 1 0
Berhampore to Maldah -	82	13	ditto - -	ditto - -	2,664 - -	32 7 9	4 1 10	4 0 24
							4 0 22	3 0 20
Maldah to Rajmahal - -	24	3	ditto - -	ditto - -	228 - -	9 8 -		
Maldah to Dinagepore -	68	13	ditto - -	ditto - -	1,110 - -	16 5 2	4 5 24	4 4 26
Dinagepore to Rungpore -	44	9	ditto - -	ditto - -	732 - -	16 10 2	3 3 31	3 2 20
Rungpore to Bugwa - -	38	7	ditto - -	ditto - -	720 - 3	18 15 2		
Rungpore to Cooch Behar -	40	5	ditto - -	ditto - -	181 9 9	4 8 7		
Dinagepore to Purneah -	76	7	ditto - -	ditto - -	504 - -	6 10 1		
Dinagepore to Darjeeling -	135	23	ditto - -	ditto - -	2,544 - -	18 13 6	3 6 0	4 7 0
							4 4 0	3 4 0
Khamrah to Bhaugulpore -	119	21	ditto - -	ditto - -	2,550 - -	21 6 10	5 0 15	3 4 35
Sikree Gully to Purneah -	44	6	ditto - -	ditto - -	612 - -	13 14 6	4 4 0	3 0 0
Purneah to Nathpore - -	36	6	ditto - -	ditto - -	216 - -	6 - -	2 0 0	1 4 0
Purneah to Titalyah - -	72	12	ditto - -	ditto - -	1,008 - -	14 - -	3 0 0	2 0 0
							6 0 0	4 2 0
Purneah to Caragola - -	36	5	ditto - -	ditto - -	516 - -	14 5 4	5 0 0	3 4 0
Bhaugulpore to Monghyr -	40	7	ditto - -	ditto - -	642 - -	16 - 9	6 5 6	4 7 35
Monghyr to Patna - -	100	16	ditto - -	ditto - -	1,668 - -	16 10 10	4 1 0	3 1 0
Monghyr to Reshidpore -	48	8	ditto - -	ditto - -	750 - -	15 10 -	3 7 0	2 7 0
	1,463	214	- - -	- - -	27,979 10 -	18 13 10		

(continued)

ROUTE.	Distance in Miles.	Number of Stages.	Mode of Conveyance.	By Contract or by Government Establishment.	Annual Cost, including the Salary of Overseers.	Annual Cost per Mile.	Rate of Travelling. Dry Season.	Rate of Travelling. Rains.
EASTERN ROAD:					*Rs. a. p.*	*Rs. a. p.*	*M. f. p.*	*M. f. p.*
Calcutta to Baraset - -	Included in the Northern Road.							
Calcutta to Baugundee -	5 30	1 4	Runners - -	Government establishment	462 6 –	- *- -	3 6 20	3 2 0
Barrackpore to Dum-Dum -	15	2	ditto - -	ditto - -	288 – –	19 3 2	5 0 0	4 4 0
Baraset to Jessore - -	67	10	ditto - -	ditto - -	2,300 4 –	34 5 3	3 6 0	3 5 17
Jessore to Khoolnah - -	40	5	ditto - -	ditto - -	576 – –	14 6 4		
Khoolnah to Burrisaul -	65	- -	Boats - -	ditto - -	480 – –	7 6 1		
Burrisaul to Dacca - -	100	- -	ditto - -	ditto - -	436 14 –	4 5 10		
Jessore to Serajgunge - -	120	15	Runners - -	ditto - -	1,296 – –	10 12 9		
Jessore to Furreedpore -	66	10	ditto - -	ditto - -	2,028 – –	30 11 7	3 4 32	2 5 30
Bunghattee to Magoorah -	20	3	ditto - -	ditto - -	696 – –	34 12 9		
Furreedpore to Dacca -	50	7	ditto - -	ditto - -	2,256 – –	45 1 11	3 1 21	2 5 14
Dacca to Comilla - -	57	6	ditto - -	ditto - -	1,428 – –	25 – 10	3 4 2	3 0 26
Comilla to Chittagong -	107	16	ditto - -	ditto - -	2,052 – –	19 2 10	4 0 16	3 3 20
Mahomed Ali to Puttahat -	67	10	ditto - -	ditto - -	745 9 –	11 2 –	3 6 0	3 7 0
Chittagong to Akyab - -	209	33	ditto - -	ditto - -	6,608 6 –	31 9 10		
Akyab to Kyouk Phyoo -	100	- -	Boats - -	- - Government establishment.	1,632 – –	16 5 1		
Kyouk Phyoo to Ramree -	48	5	Runners - -	ditto - -	720 – –	15 – –	3 5 16	0 6 32
Ramree to Sandoway - -	50	- -	Boats - -	ditto - -	1,488 – –	29 12 1		
Dacca to Sylhet - -	133½	13	Runners - -	ditto - -	1,800 – –	13 7 8		
Sylhet to Cherra Poonjee -	28	3	ditto - -	ditto - -	1,860 – –	66 6 10		
Cherra Poonjee to Gowhatty	95	8	ditto - -	ditto - -	1,392 – –	14 10 5	5 0 0	5 0 0
Sylhet to Cachar - -	66	- -	Boats - -	ditto - -	840 – –	12 11 7	1 4 0	1 4 0
Cachar to Munneepore -	96	7	Runners - -	ditto - -	902 14 –	9 6 5	0 5 0	0 3 0
Dacca to Jamalpore - -	126	14	ditto - -	ditto -	2,553 – –	20 4 2	2 3 10	2 3 10
			N.B.—From Dacca to Mymensing the mail is carried in boats for six months of the year.					
Jamalpore to Bugwa - -	76	- -	Boats - -	ditto - -	492 – –	6 7 6		
Bugwa to Gowhatta - -	153	- -	Boats and Runners	ditto - -	2,680 5 –	17 8 2		
Gowhatta to Raneegong -	12	1	Runners - -	ditto - -	144 – –	12 – –		
Gowhatta to Nowgong -	108	- -	Boats - -	ditto - -	1,176 – –	10 14 2		
Tezpore to Suddeyah - -	209	- -	ditto - -	ditto - -	48 – –	3 8 –	- - The mail is conveyed in Government boats, the expense of which is not borne on the Post-office establishment.	
Tezpore to Jeypore - -	200	- -	ditto - -	ditto - -	3,408 – –	17 – 7		
	2,513½	172	- - -	- - -	42,789 10 –	17 – 4		
DIAMOND HARBOUR ROAD:								
Calcutta to Diamond Harbour and Kedgeree -	67¼	11	Runners - -	Government establishment	13,244 4 –	196 15 –	4 3 0	3 7 0
Kedgeree to Contai - -	16	3	ditto - -	ditto - -	408 – –	25 8 –		
Contai to Midnapore - -	63	7	ditto - -	ditto - -	672 – –	10 10 8	4 2 0	3 3 0
	146¼	21	- - -	- - -	14,324 4 –	97 15 1		
MADRAS AND BOMBAY ROAD:								
Calcutta to Debra - -	54	8	Runners - -	- - Government establishment.	4,356 – –	80 10 8	5 4 34	5 1 13
Mohesraka to Tumlook -	18	3	ditto - -	ditto - -	381 3 –	21 2 10	3 4 0	3 4 0
Deolia to Keerpoy - -	51	7	ditto - -	ditto - -	576 – –	11 4 8		
Shampore to Fort Gloster -	2	- -	ditto - -	ditto - -	60 – –	30 – –		
Debra to Chutterpore -	283	45	ditto - -	ditto - -	7,152 – –	25 4 4	4 2 32 4 2 19 3 5 23 3 7 24	3 7 27 3 3 13 3 0 37 3 3 38
Cuttack to Pooree - -	51	7	ditto - -	ditto - -	624 – –	12 3 9		
Debra to Midnapore - -	14	3	ditto - -	ditto - -	738 – –	52 11 5		
Midnapore to Kamerara -	43	6	ditto - -	ditto - -	2,160 – –	50 3 8	6 3 20	6 0 39
Midnapore to Bishenpore -	48	7	ditto - -	ditto - -	480 – –	10 – –	4 1 0	3 0 0
Kamerara to Sumbulpore -	219	33	ditto - -	ditto - -	14,136 – –	64 8 9	5 2 4	4 6 12
Sumbulpore to Ryepore -	168	28	Horses - -	Contract -	24,120 – –	143 9 1	6 4 31	4 3 4
Ryepore to Nagpore - -	182	30	ditto - -	ditto - -	18,000 – –	98 14 5	7 0 36	4 7 8
	1,133	177	- - -	- - -	72,783 3 –	64 3 9		
BANKORA ROAD:								
Calcutta to Bankora - -	99	11	Runners - -	- - Government establishment.	1,764 – –	17 13 1	4 0 0	3 1 0
Bankora to Mungulpore -	30	4	ditto - -	ditto - -	288 – –	9 9 7	3 6 0	3 2 0
Bankora to Chota Nagpore -	120	15	ditto - -	ditto - -	1,704 – –	14 3 2	3 2 0 3 4 0	2 0 26 3 1 0
Chota Nagpore to Bugodhur	78	10	ditto - -	ditto - -	732 – –	9 6 1	2 2 0 1 7 20	1 2 20
Chota Nagpore to Chyebassa	92	9	ditto - -	ditto - -	864 – –	9 6 3	3 0 0	2 4 0
	419	49	- - -	- - -	5,352 – –	12 12 4		
					239,619 7 –			
GRAND TOTAL - -	7,016¾	Add Rainy season charges - -		- - -	3,628 4 7			
				Rs.	243,247 11 7			

Cecil Beadon, Commissioner.

Enclosure (G.)

STATEMENT, showing the Mode in which the MAIL is conveyed from Station to Station in the North-west Provinces, the Cost of Conveyance, and the average Rate of Speed at which it is conveyed in the Dry and Rainy Seasons.

ROUTE.	Distance in Miles.	Number of Stages.	Mode of Conveyance.	By Contract, or by Government Establishment.	Annual Cost, including the Salary of Overseers.	Annual Cost per Mile.	Rate of Travelling. Dry Season.	Rate of Travelling. Rains.
					Rs. a. p.	Rs. a. p.	M. f. p.	M. f. p.
Agra to Muttra - - -	36	6	Runners - -	- - Government establishment.	780 – –	21 10 8	5 3 0	0 0 0
Taugra, on the road to Indore	189	29	ditto - -	ditto - -	13,380 – –	70 12 8		
Allahabad to Mongoa, on the road to Nagpore.	60	11	ditto - -	ditto - -	1,200 – –	20 – –	- -	3 3 15
Shazadpore to Rajapore -	20	3	ditto - -	ditto - -	240 – –	12 – –		
Allygurh to Moradabad -	85	17	ditto - -	ditto - -	1,560 – –	18 5 7	4 3 12	3 1 7
Anoopshuhur to Secundrabad	30	5	ditto - -	ditto - -	432 – –	14 6 4		
Almorah to Loohooghaut -	54	7	ditto - -	ditto - -	624 – –	11 8 10		
Loohooghaut to Petrogurh -	28	5	ditto - -	ditto - -	384 – –	13 11 5		
Almorah to Sreenuggur -	100	13	ditto - -	ditto - -	624 – –	6 3 10		
Azimgurh to Jounpore -	42	6	ditto - -	ditto - -	816 – –	19 6 10	4 4 26	5 3 23½
Baitool to Nagpore - -	112	19	ditto - -	ditto - -	2,316 – –	20 10 10	4 7 0	3 6 15½
Baitool to Elichpore - -	68	11	ditto - -	ditto - -	1,080 – –	15 14 1	4 7 18½	4 0 0
Banda to Futtypore - -	46	7	ditto - -	ditto - -	660 – –	14 5 6	4 2 9	3 7 16
Banda to Hameerpore - -	38	7	ditto - -	ditto - -	708 – –	18 10 1	3 7 17½	2 7 4
Banda to Mohaba - -	32	7	ditto - -	ditto - -	660 – –	20 10 –		
Bareilly to Futtygurh - -	77	14	ditto - -	ditto - -	1,632 – –	21 3 1	5 2 20	4 6 0
Bareilly to Anoopshur - -	83	15	ditto - -	ditto - -	* 1,536 – –	18 8 1	5 3 0	4 5 20
Bareilly to Hatras - -	107½	15	ditto - -	ditto - -	1,506 – –	14 – 1		
Budaon to Kuttra - -	28	4	ditto - -	ditto - -	216 – –	7 11 5		
Bareilly to Moradabad - -	59	10	ditto - -	ditto - -	912 – –	15 7 3	5 0 20	4 2 37¼
Bareilly to Pelibheet - -	34	5	ditto - -	ditto - -	234 – –	6 14 1		
Benares to Ghazeepore -	46½	8	ditto - -	ditto - -	840 – –	18 1 –	4 6 20½	4 6 39
Benares to Chunar - -	16	3	ditto - -	ditto - -	288 – –	18 – –	4 4 19½	3 6 28¼
Benares to Allahabad - -	72½	- -	Mail Cart - -	ditto - -	13,085 11 1	180 7 10	11 0 0	8 7 14½
Allahabad to Cawnpore -	125	- -	ditto - -	ditto - -	21,304 12 4	170 7 –	10 0 2	10 0 19
Cawnpore to Hameerpore -	36	10	Runners - -	ditto - -	792 – –	22 – –	4 3 20	3 7 4½
Cawnpore to Calpee - -	51	14	ditto - -	ditto - -	1,176 – –	23 – 11	4 6 5	4 1 23
Cawnpore to Allygurh -	182	- -	Mail Cart - -	ditto - -	30,460 10 8	167 5 10	10 4 6	9 5 17
Allygurh to Delhi - -	80	- -	ditto - -	ditto - -	11,046 – –	138 1 2	11 1 15	9 1 25
Khoorja to Meerut - -	40	- -	ditto - -	ditto - -	7,687 8 –	192 3 –		
Allyguth to Agra - -	52	- -	ditto - -	ditto - -	7,632 – –	146 12 3	11 1 25	10 2 18
Bowgong to Agra - -	80	- -	ditto - -	ditto - -	10,880 – – *5,040 – –	136 – –		
Cawnpore to Lucknow -	53	- -	ditto - -	Contract -	2,456 – –	46 5 5	7 0 0	7 0 30
Delhi to Meerut - -	44	- -	ditto - -	ditto - -	2,160 – –	49 1 5	7 2 20	6 3 38½
Meerut to Umballa - -	132	- -	ditto - -	ditto - -	24,000 – –	181 13 1	6 4 0	4 6 17½
Delhi to Saharanpore - -	173	24	Runners - -	- - Government establishment.	1,236 – –	7 2 3	- -	3 5 0
Delhi to Hansi - - -	89	13	ditto - -	ditto - -	1,272 – –	14 4 8	4 2 0	3 7 0
Rohtuck to Bewanny - -	27	4	ditto - -	ditto - -	288 – –	10 10 8		
Rohtuck to Rewary - -	64	10	ditto - -	ditto - -	612 – –	9 9 –	4 6 0	4 2 0
Rohtuck to Hodul - -	56	8	ditto - -	ditto - -	384 – –	6 13 8		
Erinpoora to Pali - -	52	6	ditto - -	ditto - -	840 – –	16 2 5	4 1 15½	3 7 36
Pali to Joudpore - -	45	5	ditto - -	ditto - -	480 – –	10 10 8		
Erinpoora to Odeypore -	70	9	ditto - -	ditto - -	1,080 – –	15 6 10		
Erinpoora to Deesa - -	120	15	ditto - -	ditto - -	2,076 – –	17 4 9		
Etawah to Mynpoory - -	33	4	ditto - -	ditto - -	288 – –	8 11 7	4 0 0	3 7 0
Etawah to Shekoabad - -	33	7	ditto - -	ditto - -	720 – –	21 13 1	5 2 0	5 1 0
Etawah to Calpee - -	71	12	ditto - -	ditto - -	1,284 – –	18 1 4	4 3 10	3 7 20
Ferozepore to Lahore - -	48	13	ditto - -	ditto - -	1,680 – –	35 – –		
Ferozepore to Bhawulpore -	222	50	ditto - -	ditto - -	6,612 – –	29 12 6		
Futtygurh to Bhowgong, on the road to Mynpoory.	32	4	ditto - -	ditto - -	378 – –	11 13 –	- -	3 6 1
Futtygurh to Jellalabad, on the road to Cawnpore.	24	3	ditto - -	ditto - -	288 – –	12 – –	- -	6 0 20
Futtypore to Hameerpore -	42	8	ditto - -	ditto - -	672 – –	16 – –	3 6 38	3 3 35½

* Dr. Paton's salary as superintendent of mail cart.

(continued)

ROUTE.	Distance in Miles.	Number of Stages.	Mode of Conveyance.	By Contract, or by Government Establishment.	Annual Cost, including the Salary of Overseers.	Annual Cost per Mile.	Rate of Travelling. Dry Season.	Rate of Travelling. Rains.
					Rs. a. p.	*Rs. a. p.*	*M. f. p.*	*M. f. p.*
Ghazeepore to Azimgurh	44	7	Runners	Government establishment.	840 – –	19 1 5	5 0 36½	4 6 22
Ghazeepore to Buxar	30	6	ditto	ditto	768 – –	25 9 7	5 3 20	4 4 32
Ghazeepore to Darkelly	29	5	ditto	ditto	552 – –	19 – 6	5 6 25½	4 5 35
Goruckpore to Azimgurh	64	11	ditto	ditto	1,200 – –	18 12 –	5 0 0	4 3 22½
Goruckpore to Bettiah, towards Nepaul.	90	17	ditto	ditto	2,784 – –	30 14 11		
Hameerpore to Khoonwarree, on the road to Saugur.	100	15	ditto	ditto	1,752 – –	17 8 3		
Hameerpore to Calpee	30	6	ditto	ditto	564 – –	18 12 9	5 6 35	3 4 26½
Hansi to Bewanny	27	3	ditto	ditto	288 – –	10 10 8		
Hosungabad to Bhilsa	65	15	ditto	ditto	1,560 – –	24 – –	4 6 20	4 6 20
Hosungabad to Baitool	66	16	ditto	ditto	1,776 – –	26 14 6	4 7 0	4 6 20
Hosungabad to Nursingpoor	108	14	ditto	ditto	1,500 – –	13 14 2	4 5 20	4 3 20
Indore to Bhewpawar	64	10	ditto	ditto	1,200 – –	18 12 –		
Oogein to Mehidpore	30	5	ditto	ditto	516 – –	17 3 2		
Kulchrode to Rutlam	19	5	ditto	ditto	516 – –	27 2 6	5 6 0	4 5 5
Mhow to Sarunpore, on the road to Agra.	74	21	ditto	ditto	9,444 – –	127 9 11	5 7 7½	4 2 36½
Mhow to Mundessore	134	25	ditto	ditto	5,346 – –	39 14 3		
Calpee to Jhansi	98	16	ditto	ditto	1,884 – –	19 3 7	4 5 23	3 4 6
Jeypore to Rewary	132	23	ditto	ditto	1,404 – –	10 10 2		
Jeypore to Agra	136	24	ditto	ditto	2,868 – –	21 1 4	5 1 20	4 4 0
Jounpore to Benares	38	6	ditto	ditto	672 – –	17 10 11	5 2 0	4 7 20
Jounpore to Gopeegunge	40	8	ditto	ditto	768 – –	19 3 2	5 7 0	3 7 0
Jubbulpore to Umree, on the road to Mirzapore.	136	23	ditto	ditto	2,676 – –	19 10 9	- -	3 6 20
Jubbulpore to Sewnee	92½	16	ditto	ditto	2,076 – –	22 7 1	4 5 0	2 6 20
Kotah to Nusseerabad	117	13	ditto	ditto	1,296 – –	11 1 2	4 4 0	3 2 0
Kurnaul to Hansi	81	10	ditto	ditto	1,116 – –	13 12 5	3 6 0	3 0 0
Kurnaul to Saharunpore	43	5	ditto	ditto	528 – –	12 4 5	3 4 20	2 6 20
Kurnaul to Delhi	80	19	ditto	ditto	2,202 – –	27 8 4	5 6 0	4 7 0
Kythul to Thannesser	32	4	ditto	ditto	504 – –	15 12 –		
Loodiana to Ferozepore	80	16	ditto	ditto	1,776 – –	22 3 2		
Lucknow to Jounpore	136	21	ditto	ditto	2,436 – –	17 14 7	5 6 10	4 4 6
Lucknow to Shahjehanpore	112	18	ditto	ditto	1,680 – –	15 – –	5 4 20	4 4 10
Lucknow to Goruckpore	166	20	ditto	ditto	1,968 – –	11 13 8	4 7 10	4 0 0
Meerut to Kurnaul	77	13	ditto	ditto	1,152 – –	14 15 4	4 1 0	3 6 24½
Mirzapore to Chunar	21½	4	ditto	ditto	414 – –	19 4 1		
Mirzapore to Benares	29	5	ditto	ditto	504 – –	17 6 –	5 1 20	4 6 2½
Mirzapore to Allygurh	20½	3	ditto	ditto	210 – –	10 3 10	5 1 9½	4 3 8
Mirzapore to Gopeegunge	21	4	ditto	ditto	288 – –	13 11 5	5 1 38	37 4 6
Mirzapore to Sirsa	30	5	ditto	ditto	348 – –	11 9 7	- -	3 5 16½
Mirzapore to Jokya, on the road to Jubbulpore.	105	19	ditto	ditto	2,484 – –	23 10 6		
Moradabad to Meerut	78	14	ditto	ditto	1,176 – –	15 1 2	5 0 5	4 1 18¾
Moradabad to Nynee Tal	65	10	ditto	ditto	1,110 – –	17 1 2	4 4 0	2 6 0
Moradabad to Aliygurh	85	16	ditto	ditto	1,464 – –	17 3 6	4 3 12	2 1 7
Moradabad to Biznour	46	8	ditto	ditto	552 – –	12 – –	4 0 36	3 7 36
Moradabad to Chundowsee	30	4	ditto	ditto	216 – –	7 3 2		
Biznore to Mozuffurnugur	29	5	ditto	ditto	384 – –	13 3 10		
Muttra to Delhi	98	10	ditto	ditto	1,128 – –	11 8 1		
Muttra to Hatras	24	4	ditto	ditto	192 – –	8 – –		
Muttra to Bhurtpore	35	5	ditto	ditto	240 – –	6 13 8		
Mohona to Gwalior	52	9	ditto	ditto	852 – –	16 6 1	4 0 4¾	4 0 0
Mynpoory to Bhowgong	7	2	ditto	ditto	192 – –	27 6 10		
Mynpoory to Puttealee	42	- -	ditto	ditto	144 – –	3 6 10		
Nagode to Banda	53	9	ditto	ditto	768 – –	14 7 10	3 3 20	2 7 14
Nagode to Myher	24	5	ditto	ditto	336 – –	14 – –	3 3 3	2 2 30
Neemuch to Kissore Sagur	96	17	ditto	ditto	2,400 – –	25 – –	4 4 0	3 4 10
Neemuch to Dosepoorah, on the road to Kotah.	32	4	ditto	ditto	480 – –	15 – –		
Neemuch to Salumbher	64	11	ditto	ditto	1,500 – –	23 7 –		
Neemuch to Oodeypore	38	7	ditto	ditto	960 – –	25 4 2		
Neemuch to Kharwara	32	5	ditto	ditto	720 – –	22 8 –		
Kharwara to Kutra	66	5	ditto	ditto	600 – –	9 1 5		
Kharwara to Mundessore	30	7	ditto	ditto	960 – –	32 – –		
Nursingpore to Jubbulpore	56	8	ditto	ditto	888 – –	15 13 8	- -	4 0 0
Nusseerabad to Jeypore	69	15	ditto	ditto	2,552 – –	36 15 9	4 7 2½	4 4 5

ROUTE.	Distance in Miles.	Number of Stages.	Mode of Conveyance.	By Contract, or by Government Establishment.	Annual Cost, including the Salary of Overseers.	Annual Cost per Mile.	Rate of Travelling. Dry Season.	Rate of Travelling. Rains.
					Rs. a. p.	Rs. a. p.	M. f. p.	M. f. p.
Nusseerabad to Ajmere	17	2	Runners	Government establishment.	192 – –	11 4 8		
Nusseerabad to Neemuch	136	24	ditto	ditto	4,140 – –	30 7 –	5 4 0	4 3 3¼
Ajmere to Kishengurh	18	3	ditto	ditto	336 – –	18 10 8		
Ajmere to Palee	106	24	ditto	ditto	2,496 – –	23 8 9		
Nanee Tal to Almora	35	7	ditto	ditto	744 – –	21 4 1		
Nyagong to Jeetpore	20	3	ditto	ditto	288 – –	14 6 4		
Nyagong to Jhansee	70	9	ditto	ditto	984 – –	14 – 10		
Nyagong to Mohoba	34	6	ditto	ditto	660 – –	19 6 7		
Saharunpore to Landour	56	15	ditto	ditto	1,656 – –	29 9 1	4 0 29	3 3 25¼
Shahjehanpore to Jellalabad, on the road to Futtygurh.	21	4	ditto	ditto	306 – –	14 9 1		
Shahjehanpore to Kuttra, on the road to Bareilly.	17	5	ditto	ditto	432 – –	25 6 7	4 0 24	
Saugur to Jokahee	113	20	ditto	ditto	2,400 – –	21 3 9	5 1 8¾	3 3 1¼
Saugur to Bhilsa	72	12	ditto	ditto	1,272 – –	17 10 8	5 5 15¼	3 1 3
Saugur to Chutterpore, on the road to Hameerpore.	138	18	ditto	ditto	2,640 – –	19 2 1		
Chutterpore to Nyagong	6	1	ditto	ditto	96 – –	16 – –		
Dummow to Hameerpore	54	10	ditto	ditto	1,080 – –	20 – –	– –	3 6 17¼
Dummow to Nursingpore	87	10	ditto	ditto	1,080 – –	12 6 7		
Dummow to Jhansi	132	22	ditto	ditto	2,184 – –	16 8 8	4 5 19½	3 3 1¼
Dummow to Jubbulpore	68	12	ditto	ditto	1,104 – –	16 3 9	5 4 11	3 6 17¼
Sepree to Kissore Sagur	125	24	ditto	ditto	3,240 – –	25 14 –		
Sepree to Jhansi	64	10	ditto	ditto	1,080 – –	16 14 –	5 3 0	3 0 0
Goonah to Bhilsa	100	18	ditto	ditto	1,872 – –	18 11 6	– –	4 – –
Tangra to Sarungpore, on the road to Indore.	159	35	ditto	ditto	14,460 – –	90 15 1		
Sehore to Indore	92	16	ditto	ditto	1,776 – –	19 4 10	5 1 9	4 2 13
Sehore to Bhilsa	50	10	ditto	ditto	1,200 – –	24 – –	5 1 30	4 0 4
Simla to Kotgurh	48	6	ditto	ditto	576 – –	12 – –		
Sirsa to Bhawulpore	22[illegible]	32	ditto	ditto	4,560 – –	20 7 2		
Sirsa to Hansi	62	8	ditto	ditto	768 – –	12 6 2	3 5 10½	3 3 21½
Kussowlee to Simlah	32	8	ditto	ditto	1,152 – –	36 – –		
Umballa to Kussowlee	54	14	ditto	ditto	864 – –	16 – –	4 7 –	4 2 –
Umballa to Kurnaul	55	13	ditto	ditto	1,500 – –	27 4 4	6 2 –	3 5 –
Umballa to Loodiana	75	– –	Mail Cart	ditto	13,761 – –	183 7 8		
Loodiana to Jullunder	38	– –	ditto	ditto	7,551 3 –	198 11 5		
Jullunder to Umritser	59	– –	ditto	ditto	10,092 – –	171 0 9		
Lahore to Umritser	35	– –	ditto	ditto	4,898 4 –	139 15 2		
Lahore to Peshawar	290	60	Runners	ditto	1,223 – –	4 3 5		
Lahore to Bunnoo	290	52	ditto	ditto	570 – –	1 15 5		
Luckkee to Dera Ismail Khan	33	9	ditto	ditto	98 – –	2 15 6		
Dera Ismail Khan to Tonk	24	5	ditto	ditto	55 – –	2 4 8		
Lahore to Mooltan	200	39	ditto	ditto	432 – –	2 2 6		
Hurrappa to Jhung	40	9	ditto	ditto	93 – –	2 5 2		
Lahore to Denanuggur	90	19	ditto	ditto	206 – –	2 4 7		
Peshawar to Dera Gazee Khan	350	65	ditto	ditto	743 – –	2 1 11		
Mooltan to Dera Gazee Khan	33	7	ditto	ditto	78 – –	2 5 9		
Mooltan to Dera Ismail Khan	102	22	ditto	ditto	236 – –	2 5 –		
TOTAL	11,411	1,790	–	–	369,387 1 1	—		

Cecil Beadon,
Commissioner.

Enclosure (H.)

PLAN of the MAIL CART (annexed).

Enclosure (I.) - - - - - - - - - -

STATEMENT, showing the Maximum and Minimum Time occupied in the Transit of the MAILS, and the Average - -

UPWARD.

ROUTE.	January 1846.						January 1847.					
	Miles.	Time occupied. Greatest.	Time occupied. Least.	Mean.	Difference.	Average Rate per Hour.	Miles.	Time occupied. Greatest.	Time occupied. Least.	Mean.	Difference.	Average Rate per Hour.
						M. f. p.						M. f. p.
From Chittagong to Tipperah - - -	96	26¾	20	23½	6¾	3 6 23	96	24¾	22¼	23½	2½	4 0 33¾
" Tipperah to Dacca - - - -	56	23	19	21¾	4	2 4 20	56	22¾	19	21¼	3¾	2 5 10
" Dacca to Furreedpore - - -	50	21¼	14¾	17¼	6½	2 7 11	50	21½	10¼	16½	11¼	3 0 16¼
" Furreedpore to Jessore - - -	60	21	14¼	17½	6¾	3 2 27½	60	27½	14½	19½	13	3 0 21¾
" Jessore to Calcutta - - - -	80	28½	21¼	24½	7¼	3 1 39	80	32¼	21¼	26¾	11	2 7 30¼
	342	–	–	104½	–	3 1 33¼	342	–	–	107¼	–	3 1 19¾

DOWNWARD.

ROUTE.	Miles.	Greatest.	Least.	Mean.	Difference.	Average Rate per Hour.	Miles.	Greatest.	Least.	Mean.	Difference.	Average Rate per Hour.
						M. f. p.						M. f. p.
From Calcutta to Jessore - - - -	80	22¾	18	20¼	4¾	4 1 25¾	80	19¾	17	18¼	2¾	4 1 11½
" Jessore to Furreedpore - - -	60	22	18¼	19¾	3¾	2 7 5½	60	25¾	17¼	21¼	8½	2 6 23
" Furreedpore to Dacca - - -	50	21	13¼	17	7¾	3 0 31	50	19¼	10¾	15	8½	2 7 23
" Dacca to Tipperah - - - -	56	22¾	16½	19½	6¼	2 6 26½	56	19¾	15¼	17½	4½	3 1 37½
" Tipperah to Chittagong - - -	96	30½	24	27¼	6½	3 4 31¼	96	28	23¾	25¾	4¼	3 1 25¾
	342	–	–	103¾	–	3 2 24	342	–	–	97¾	–	3 2 13

STATEMENT, showing the Maximum and Minimum Time occupied in the Transit of the MAILS, and the Average - -

UPWARD.

ROUTE.	February 1846.						February 1847.					
	Miles.	Time occupied. Greatest.	Time occupied. Least.	Mean.	Difference.	Average Rate per Hour.	Miles.	Time occupied. Greatest.	Time occupied. Least.	Mean.	Difference.	Average Rate per Hour.
						M. f. p.						M. f. p.
From Chittagong to Tipperah - - -	96	26½	24½	25¼	2	3 6 11	96	25	22¾	23½	2¼	4 0 27¾
" Tipperah to Dacca - - - -	56	23½	18½	21¾	5	2 4 30	56	24	19¾	21½	4¼	2 4 36¾
" Dacca to Furreedpore - - -	50	18	14¼	16¼	3¾	3 0 16½	50	19	15	16¾	4	2 7 30½
" Furreedpore to Jessore - - -	60	21¼	14¾	18¾	6½	3 1 35¼	60	21¼	16	18½	5¼	3 1 33
" Jessore to Calcutta - - - -	80	28¼	20	25¾	8¼	3 1 7¾	80	29¾	21	25¾	8¾	3 0 27
	342	–	–	107¾	–	3 1 15¾	342	–	–	106	–	3 1 32½

DOWNWARD.

ROUTE.	Miles.	Greatest.	Least.	Mean.	Difference.	Average Rate per Hour.	Miles.	Greatest.	Least.	Mean.	Difference.	Average Rate per Hour.
						M. f. p.						M. f. p.
From Calcutta to Jessore - - - -	80	22	18¼	20	3¾	4 1 35½	80	20¾	18½	19½	2¼	4 2 30¾
" Jessore to Furreedpore - - -	60	22	13	17½	9	3 0 10½	60	22	16	19	6	2 7 30¾
" Furreedpore to Dacca - - -	50	27	13½	20¼	13½	2 7 20	50	22	15¼	18¾	6¾	2 6 22¾
" Dacca to Tipperah - - - -	56	23	16½	19¾	6½	2 7 10¾	56	18½	15	16¾	3½	3 3 22
" Tipperah to Chittagong - - -	96	29¼	24	26½	5¼	3 3 11¾	96	28½	23	25¾	5½	3 5 35½
	342	–	–	104	–	3 2 17½	342	–	–	99½	–	3 3 28

Enclosure (I.)

Rate of Travelling from *Calcutta* to *Chittagong*, for the Month of January in the Year from 1846 to 1850.

UPWARD.

January 1848.						January 1849.						January 1850.					
Miles.	Time occupied.		Mean.	Difference.	Average Rate per Hour.	Miles.	Time occupied.		Mean.	Difference.	Average Rate per Hour.	Miles.	Time occupied.		Mean.	Difference.	Average Rate per Hour.
	Greatest.	Least.					Greatest.	Least.					Greatest.	Least.			
					M. f. p.						*M. f. p.*						*M. f. p.*
96	23¼	21½	22½	1¾	4 2 3¾	96	26½	18¾	22¾	7¾	4 1 26	96	26¼	20½	23¾	5¾	4 0 16¾
56	23½	20	21½	3½	2 4 36¼	56	24	17½	20	6½	2 6 14	56	25¾	17¼	20¼	8½	2 6 3
50	19	15¾	17	3¼	2 7 9½	50	20½	12¼	15¾	8¼	3 1 11¼	50	18	12½	14½	5½	3 3 22¾
60	23¼	13	17¼	10¼	3 3 29¼	60	18½	13	15¼	5½	3 7 27¼	60	18¾	12	13	6¾	4 4 28¼
80	30¼	21	26¼	9¼	3 0 9¾	80	37	22¾	26½	14¼	3 0 12¼	80	29¼	20¼	22¾	9	3 4 1½
342	–	–	104⅓	–	3 2 8	342	–	–	100¼	–	3 3 12	342	–	–	94¼	–	3 5 1

DOWNWARD.

					M. f. p.						*M. f. p.*						*M. f. p.*
80	21	16¾	18¾	4¼	4 2 4	80	26	18	22	8	4 1 31½	80	22	14¾	18¼	7¼	4 3 1½
60	20¾	16¼	18½	4½	3 1 0	60	27	13½	20¼	13½	3 1 25¾	60	20	15¾	17¾	4¼	3 2 25
50	19¼	13¾	16½	5¼	3 2 22¼	50	18	12½	15¼	5½	3 1 32¼	50	20¾	11	15¾	9¾	3 5 33¼
56	16¾	13½	15¼	3¼	4 1 9¾	56	18	13	15½	5	3 5 12¾	56	24½	15	19½	9½	3 0 0
96	27¾	21½	24½	6¼	3 7 26¾	96	25¾	22¾	24¼	3	4 0 4½	96	29	19¼	24	9¾	3 5 19
342	–	–	93½	–	3 6 4½	342	–	–	97¼	–	3 5 13	342	–	–	95½	–	3 5 0

Rate of Travelling from *Calcutta* to *Chittagong*, for the Month of February in the Year from 1846 to 1850.

UPWARD.

February 1848.						February 1849.						February 1850.					
Miles.	Time occupied.		Mean.	Difference.	Average Rate per Hour.	Miles.	Time occupied.		Mean.	Difference.	Average Rate per Hour.	Miles.	Time occupied.		Mean.	Difference.	Average Rate per Hour.
	Greatest.	Least.					Greatest.	Least.					Greatest.	Least.			
					M. f. p.						*M. f. p.*						*M. f. p.*
96	34	21	23	13	4 1 12	96	23¾	22	22¾	1¾	4 1 32¼	96	26¼	21¾	23½	4½	4 0 23
56	23¼	18¼	20½	5	2 5 25	56	22	16¼	18¾	5¾	2 7 36	56	21½	16¾	18¾	4¾	2 7 29¼
50	20¾	16½	18¼	4¼	2 5 35½	50	23¾	12¼	15¾	11½	3 1 2¾	50	17½	12¼	15	4¾	3 2 21¼
60	19¼	13½	17¼	5¾	3 3 31¼	60	16¼	12¾	14½	3½	4 1 9¾	60	14½	11	12½	3½	4 6 12¼
80	28¼	20½	24¼	7¾	3 2 10½	80	31	21½	24	9½	3 2 18¾	80	25½	20	22½	5½	3 4 13
342	–	–	103¼	–	3 2 19¾	342	–	–	95¾	–	3 4 22¾	342	–	–	92¼	–	3 5 26¼

DOWNWARD.

					M. f. p.						*M. f. p.*						*M. f. p.*
80	20½	17	18¾	3¼	4 1 34¾	80	20½	17	18¾	3½	4 2 17½	80	24¼	17¼	20½	7	4 5 0
60	21¼	18½	19¾	2¾	3 0 6½	60	21¾	13¾	17¾	8	3 2 3½	60	20½	13¼	16¾	7¼	3 3 22
50	19	15	17	4	2 7 11	50	22¾	11	15¾	11¾	3 2 38	50	19	12½	15¾	6¼	3 2 26
56	16¼	12¼	14¼	4	3 7 28½	56	21¼	13¾	17½	7½	3 3 11	56	28	15½	22	12½	3 0 31½
96	25¼	22¼	23¾	3	3 7 37½	96	30	21¾	25¾	8¼	4 0 0½	96	28¼	18½	23¼	9¾	3 6 34
342	–	–	93½	–	3 4 38	342	–	–	95½	–	3 5 14	342	–	–	98¼	–	3 5 16

App. (C.), No. 1.

Enclosure (J.)

GENERAL ISTRUCTIONS for the Guidance of INSPECTORS in the North-western Provinces.

THE duties of an inspector extend to every department and every detail of the post-office within the circle of his inspection.

He must make himself thoroughly acquainted with the practice of each office, with the mode in which the work of each office is distributed, with the amount of supervision exercised by the postmasters, and the general characters of each subordinate in each office.

He must report every deviation from the authorised system, and warn postmasters against keeping up unauthorised accounts and registers, as well as against omitting to keep regularly those which are ordered.

Each office must be visited, thoroughly inspected, and a full report given once in each quarter. Forms of the quarterly report will be furnished. Every inspector must keep a diary of his official proceedings; this diary must be despatched daily to the Postmaster-general; and any wilful omission in the diary, or neglect in its preparation, will be punished by removal from office.

The inspector will notice in his diary the hour of arrival and despatch of the several mails from the office at which he may be; he will draw attention to any irregularity or detention, and suggest the remedy which may appear to him likely to correct the evil.

The inspector must daily visit the post-office of the station at which he may be, and remark on every instance of the continuance of irregularities which have been once reported.

The following are the books and accounts ordered to be kept up at every post-office:

1. Receipt and despatch abstract letters register - - - - - 2 vol.
2. Daily abstract of postage to be collected by peons - - - 1 „

N. B. This will be substituted for the present peons' books in which the addresses of all letters are entered in detail - - - 1

3. Forward letter register - - - - - - - - - } 2 „
4. Receipt and despatch banghy registers - - - - }
5. Rough diary of orders and directions for dâks - - - 1 „ } dâk bearer.
6. Detailed accounts of receipts and disbursements on account of dâk bearer - - - - - - - - - - - 1 „ }
7. Abstract account of receipt and disbursement of dâk bearers 1 „ }
8. Daily cash book - - - - - - - - - - - 1 „
9. Contingent bill and cash account book - - - - - 1 „
10. Skeleton book for filing letters from Postmaster-general and accountant - - - - - - - - - - 1 „
11. Ditto, for circulars - - - - - - - - - 1 „
12. Ditto, for letters from postmasters and private individuals.

N. B.—In large offices separate books must be kept for letters relating to each department, viz., letters, mail, banghy dâk, bearer and miscellaneous.

13. Despatch letter book with copies of all letters to Postmaster-general and accountant - - - - - - - 1 „
14. Ditto, to postmasters and private persons - - - - 1 „

N. B.—In large offices there must be separate books for the several departments.

15. A book containing the receipt of the establishment for their pay 1 „
16. Time statement book.

The Persian record should consist of a book containing

1. Copies of all purwannas issued to any road or other subordinate.
2. Copies of all rubicarrees addressed to other postmasters.
3. Receipts for payments to chowdries and other persons not in the regular employ of the Post-office.

(signed) *H. B. Riddell,*
Postmaster-general, N. W. P.

Enclosure (K.)

STATEMENT, showing the Number of INLAND COVERS despatched, and the Cost of fixed OFFICE ESTABLISHMENT at each POST-OFFICE in *Bengal* Presidency.

NAMES of POST-OFFICES.	No. of Covers, including Banghy Parcels despatched in one month.	Postmasters' Salary. (Rs. a. p.)	No. of Clerks.	Aggregate Monthly Pay of Clerks. (Rs. a. p.)	No. of Delivery Peons.	Aggregate Monthly Pay of Peons. (Rs. a. p.)	Office Rent. (Rs. a. p.)	Other authorized Office Charges. (Rs. a. p.)	Total Monthly Charges. (Rs. a. p.)
Arrah	2,565	50 - -	2	30 - -	2	10 - -	-	11 - -	101 - -
Buxar	971	-	2	46 - -	1	5 - -	-	12 - -	63 - -
Arracan	653	-	1	50 - -	2	12 - -	-	4 - -	66 - -
Barrackpore	6,730	50 - -	8	50 - -	4	20 - -	25 - -	19 - -	164 - -
Augorparah	224	-	1	15 - -	1	5 - -	-	3 - -	23 - -
Burdwan	4,494	50 - -	2	30 - -	3	15 - -	-	10 - -	105 - -
Bood Bood	354	-	1	15 - -	1	5 - -	2 - -	2 - -	24 - -
Mungulpore	790	-	1	15 - -	1	5 - -	-	2 - -	22 - -
Bugodhur	299	-	1	15 - -	-	-	-	-	15 - -
Berhampore	6,924	50 - -	4	85 - -	5	27 - -	25 - -	30 - -	217 - -
Jeagunge	2,460	-	1	15 - -	2	10 - -	-	3 - -	28 - -
Khamrah	1,065	-	1	15 - -	-	-	-	2 - -	17 - -
Bhogwangolah	244	-	1	15 - -	4	16 - -	-	2 - -	33 - -
Dewansurroy	112	-	1	10 - -	-	-	-	-	10 - -
Bhaugulpore	4,364	-	3	40 - -	2	10 - -	10 - -	11 - -	71 - -
Colgong	565	-	1	15 - -	-	-	-	3 - -	18 - -
Sukreegully	124	-	1	15 - -	-	-	-	2 - -	17 - -
Rajmahal	887	-	1	15 - -	-	-	-	2 - -	17 - -
Ourrungabad	597	-	1	15 - -	-	-	-	2 - -	17 - -
Sultangunge	266	-	1	15 - -	-	-	-	2 - -	17 - -
Bauleah	3,392	50 - -	2	35 - -	3	16 - -	-	-	101 - -
Surdah	259	-	1	15 - -	1	5 - -	-	-	20 - -
Natoor	882	-	1	15 - -	1	4 - -	-	-	19 - -
Bhulloonh	1,703	-	2	40 - -	2	5 - -	-	8 - -	53 - -
Luckipore	213	-	1	8 - -	-	-	-	-	8 - -
Patahaut	87	-	1	6 - -	-	-	-	-	6 - -
Backergunge	2,330	-	2	40 - -	2	9 - -	-	10 - -	59 - -
Nulchitty	552	-	1	15 - -	-	-	-	3 - -	18 - -
Baruset	726	-	1	15 - -	2	10 - -	-	5 - -	30 - -
Baugundee	390	-	1	15 - -	1	5 - -	-	3 - -	23 - -
Beerbhoom	1,523	-	1	25 - -	1	5 - -	-	8 - -	38 - -
Soorool	428	-	1	15 - -	-	-	-	2 - -	17 - -
Kandy	402	-	1	15 - -	-	-	-	2 - -	17 - -
Bunwareebad	315	-	1	15 - -	1	5 - -	-	2 - -	22 - -
Bograh	1,013	-	1	15 - -	1	5 - -	-	5 - -	25 - -
Bancoorah	1,736	50 - -	2	28 - -	2	10 - -	3 - -	6 - -	97 - -
Jahanabad	400	-	1	15 - -	-	-	-	2 - -	17 - -
Bissenpore	489	-	1	8 - -	-	-	-	-	8 - -
Kotulpore	446	-	1	8 - -	-	-	-	-	8 - -
Ellypore	260	-	1	8 - -	-	-	-	-	8 - -
Balasore	1,519	-	2	35 - -	2	8 - -	-	8 - -	51 - -
Chota Nagpore	1,377	-	2	20 - -	1	5 - -	-	3 - -	28 - -
Cherra Poonjee	502	-	1	25 - -	1	6 - -	-	3 - -	34 - -
Chittagong	2,623	50 - -	3	70 - -	2	10 - -	25 - -	10 - -	165 - -
Chuprah	3,422	50 - -	2	35 - -	3	15 - -	25 - -	11 - -	136 - -
Cuttack	2,690	-	3	50 - -	3	15 - -	-	11 - -	76 - -
Cachar	401	-	1	15 - -	-	-	-	5 - -	20 - -
Contai	874	-	1	20 - -	1	5 - -	-	5 - -	30 - -
Chyebassa	283	-	1	15 - -	1	5 - -	-	-	20 - -
Dacca	7,710	50 - -	5	67 - -	4	20 - -	25 - -	23 - -	185 - -
Dinapore	4,598	100 - -	4	67 - -	4	20 - -	25 - -	12 - -	224 - -
Dinajpore	2,114	50 - -	2	40 - -	3	15 - -	-	10 - -	115 - -
Titalyah	215	20 - -	1	15 - -	1	4 - -	-	2 - -	41 - -
Diamond Harbour	567	-	1	20 - -	1	5 - -	-	-	25 - -
Darjeeling	1,619	-	1	40 - -	1	5 - -	-	10 - -	55 - -
Kursiong	-	-	1	15 - -	-	-	-	2 - -	17 - -
Debroghur	1,014	-	1	35 - -	1	5 - -	-	-	40 - -
Luckimpore	200	-	1	15 - -	2	10 - -	-	39 - -	64 - -
Saikwa	88	-	1	15 - -	1	5 - -	-	5 - -	25 - -
Dum Dum	1,707	50 - -	2	40 - -	2	10 - -	25 - -	10 - -	135 - -
Furreedpore	2,957	-	1	20 - -	1	5 - -	-	8 - -	33 - -
Fort Gloster	49	-	-	-	1	5 - -	-	-	5 - -
Gowhatty	*2,249	-	2	60 - -	2	10 - -	-	24 4 8	94 4 3
Gyah	3,749	50 - -	2	25 - -	3	15 - -	-	10 - -	100 - -
Jehanabad	378	-	1	15 - -	-	-	-	2 - -	17 - -
Behar	455	-	1	15 - -	-	-	-	2 - -	17 - -
Gowalparah	1,089	-	1	25 - -	-	-	-	11 - -	36 - -
Cooch Behar	244	-	1	25 - -	-	-	-	3 - -	28 - -

(continued)

NAMES of POST-OFFICES.	No. of Covers, including Banghy Parcels despatched in one month.	Postmasters' Salary.	No. of Clerks.	Aggregate Monthly Pay of Clerks.	No. of Delivery Peons.	Aggregate Monthly Pay of Peons.	Office Rent.	Other authorized Office Charges.	Total Monthly Charges.
		Rs. a. p.		Rs. a. p.		Rs. a. p.	Rs a. p.	Rs. a. p.	Rs. a. p.
Hooghly	5,686	100 - -	2	35 - -	5	23 - -	- -	11 - -	169 - -
Chundernagore	1,939	- - -	1	15 - -	1	4 - -	- -	6 - -	25 - -
Cutwa	1,147	- - -	1	15 - -	1	4 - -	- -	6 - -	25 - -
Nyassuri	616	- - -	1	15 - -	-	- - -	- -	2 - -	17 - -
Digrah	509	- - -	1	15 - -	-	- - -	- -	2 - -	17 - -
Culna	1,026	- - -	1	15 - -	1	5 - -	- -	3 - -	23 - -
Jahanuggur	302	- - -	1	15 - -	-	- - -	- -	2 - -	17 - -
Patoolee	375	- - -	1	15 - -	-	- - -	- -	2 - -	17 - -
Hazareebaugh	1,159	- - -	2	35 - -	2	10 - -	- -	8 - -	53 - -
Jessore	4,312	50 - -	2	35 - -	2	10 - -	- -	11 - -	106 - -
Bongong	438								
Culneah	986	- - -	1	15 - -	-	- - -	- -	3 - -	18 - -
Joynugore	854	- - -	1	17 - -	-	- - -	- -	- - -	17 - -
Magoorah	549	- - -	1	17 - -	-	- - -	- -	- - -	17 - -
Jenada	560	- - -	1	10 - -	-	- - -	- -	2 - -	12 - -
Nowhatta	543								
Jellasore	423	- - -	1	15 - -	-	- - -	- -	- - -	15 - -
Kedgeree	1,389	300 - -	2	40 - -	3	15 - -	50 - -	1,036 - -	1,441 - -
Kamptee	4,098	50 - -	3	70 - -	7	50 - -	18 - -	18 - -	206 - -
Keerpoy	482	- - -	1	20 - -	1	5 - -	- -	5 - -	30 - -
Ghattal	1,074	- - -	1	15 - -	-	- - -	- -	2 - -	17 - -
Kyouk Phyoo	933	- - -	1	50 - -	2	12 - -	- -	233 - -	295 - -
Ramree	174	- - -	1	15 - -	-	- - -	- -	3 - -	18 - -
Sandoway	298	- - -	1	15 - -	-	- - -	- -	3 - -	18 - -
Midnapore	4,002	50 - -	2	35 - -	-	- - -	- -	10 - -	95 - -
Kamerara	103								
Gurbeytah	350								
Munnipore	109	- - -	1	20 - -	-	- - -	- -	5 - -	25 - -
Monghyr	3,457	- - -	2	30 - -	2	10 - -	- -	10 - -	50 - -
Barr	856	- - -	1	15 - -	-	- - -	2 - -	2 - -	19 - -
Mymensing	2,081	- - -	1	20 - -	1	5 - -	- -	- - -	25 - -
Jamalpore	264	- - -	1	15 - -	-	- - -	- -	3 - -	18 - -
Maldah	1,733	- - -	1	20 - -	1	5 - -	- -	8 - -	33 - -
Maunbhoom	680	- - -	1	15 - -	-	- - -	- -	2 - -	17 - -
Mooteeharry	959	- - -	1	20 - -	1	4 - -	- -	- - -	24 - -
Bettiah	550	- - -	1	15 - -	-	- - -	- -	- - -	15 - -
Nuddeah	5,101	50 - -	2	35 - -	2	10 - -	- -	11 - -	106 - -
Ranaghaut	539	- - -	1	15 - -	-	- - -	- -	2 - -	17 - -
Merai	256	- - -	1	15 - -	-	- - -	- -	2 - -	17 - -
Santipore	1,363	- - -	1	15 - -	-	- - -	- -	3 - -	18 - -
Dolutgunge	301	- - -	1	10 - -	-	- - -	- -	- - -	10 - -
Nagpore	3,199	- - -	6	98 - -	5	31 - -	30 - -	30 - -	189 - -
Napaul	399	- - -	2	50 - -	1	5 - -	- -	8 - -	63 - -
Nowgong	523	- - -	1	15 - -	-	- - -	- -	3 - -	18 - -
Patna	7,337 (with Receiving House)	100 - -	3	50 - -	9	46 - -	40 - -	18 - -	275 - - (with Receiving House)
Receiving House		- - -	1	15 - -	1	5 - -	1 - -	- - -	
Futwa	392	- - -	1	15 - -	1	5 - -	1 - -	3 - -	24 - -
Pooree	1,165	- - -	2	35 - -	1	5 - -	- -	11 - -	51 - -
Purneah	2,164	- - -	2	35 - -	1	5 - -	25 - -	10 - -	75 - -
Kishengunge	343	- - -	1	12 - -	-	- - -	- -	3 - -	15 - -
Nathpore	- -	- - -	1	7 - -	-	- - -	- -	- - -	7 - -
Pubna	2,266	50 - -	2	25 - -	1	5 - -	- -	5 - -	85 - -
Commercolly	905	- - -	1	15 - -	1	5 - -	- -	5 - -	25 - -
Rungpore	1,979	50 - -	2	30 - -	3	15 - -	- -	12 - -	107 - -
Ryepore	243	50 - -	1	20 - -	1	5 - -	10 - -	5 - -	90 - -
Sumbulpore	433	350 - -	1	15 - -	2	10 - -	- -	46 - -	421 - -
Sherghotty	861	200 - -	3	55 - -	2	10 - -	- -	24 - -	289 - -
Nubbeennuggur	75	- - -	1	15 - -	-	- - -	- -	2 - -	17 - -
Sasseram	460	- - -	1	15 - -	-	- - -	- -	2 - -	17 - -
Sylhet	1,477	- - -	2	35 - -	2	10 - -	- -	10 - -	55 - -
Seebsagur	635	- - -	2	60 4 -	1	5 - -	- -	107 - -	172 - -
Jeypore	131	- - -	1	15 - -	-	- - -	- -	39 - -	54 - -
Jorehaut	244	- - -	1	6 - -	2	8 - -	- -	2 - -	16 - -
Serampore	1,544	- - -	1	20 - -	2	10 - -	- -	7 - -	37 - -
Tirhoot	3,785	50 - -	3	60 - -	2	10 - -	25 - -	12 - -	157 - -
Durbungah	631	- - -	1	15 - -	-	- - -	- -	2 - -	17 - -
Tezpore	744	- - -	3	37 - -	1	4 - -	- -	8 - -	49 - -
Tipperah	1,091	- - -	1	20 - -	1	5 - -	- -	10 - -	35 - -
Tumlook	1,176	- - -	1	20 - -	1	5 - -	- -	5 - -	30 - -
Moulmein	- -	50 - -	2	90 - -	2	20 - -	- -	20 - -	180 - -
Mergui	—								
Tavoy	—								
Singapore	- -	250 - -	4	149 - -	4	45 - -	- -	132 - -	576 - -
Penang	- -	50 - -	1	30 - -	1	10 - -	- -	2 - -	92 - -
Malacca	—								

Cecil Beadon,
Commissioner.

Enclosure (L.)

STATEMENT, showing the OFFICE ESTABLISHMENT of the *Calcutta* General Post-office.

Date of Authority.	Period of Service.	NAMES.	Designation.	Pay of each Individual.	TOTAL Company's Rupees.	REMARKS.
				Rs. a. p.	Rs. a. p.	
		W. Tayler, Esq.	Postmaster-general. Salary of 2,000 Rs. drawn by him in a separate bill.			
	1846	Mooktaram	Head Jumadar	8 – –		
	1846	Jumeruddeen	Naib ditto	7 – –		
	1849	Bachoo Khan	Peon	5 – –		
	1847	Fukermahomed	ditto	5 – –		
	1846	Fagoo Sing	ditto	5 – –		
	1849	Aumenuddee	ditto	5 – –		
	1849	Khoobun	ditto	5 – –		
					40 – –	
	14th Dec. 1846	J. R. B. Bennett, Esq.	Deputy Postmaster-general.	700 – –		
	1834	Futtesing	Peon	5 3 8		
	1849	Golamnubee	ditto	5 – –		
	1847	Ram Sing	ditto	5 – –		
	1849	Jomundun Sing	ditto	5 – –		
					720 3 8	
	March 1822	E. Botellho	Head Assistant	300 – –		
	1828	Golam Subdar	Peon	5 3 7		
					305 3 7	
ACCOUNTANT'S DEPARTMENT:						
	1st August 1845	W. Twemlow	Head Accountant	160 – –		
	1st January 1818	Rammarain Bose	Deputy ditto	67 14 10		
	1809 to 27–30 to 32 and 36	Ramnarain Chuckerbutty	Assistant	35 – –		
	January 1842	Degumber Ghose	ditto	35 – –		
	December 1830	Mohes Chunder Chatterjee	ditto	30 – –		
	March 1828	Petember Mookerjee	ditto	26 2 –		
	1843	Hurro Chunder Ghose	ditto	20 – –		
	1846	Neel Madhub Chatterjee	ditto	20 – –		
					394 – 10	
TREASURER'S DEPARTMENT:						
	January 1846	Nilmoney Mutty Loll	Treasurer	150 – –		
	,,	Juggut Chunder Mookerjee	ditto	60 – –		
	1844	Madhub Chunder Dutt	Podar	8 – –		
	1846	Bissumber Mookerjee	Mohurir	10 – –		
	1850	Seeroo	Peon	5 – –		
					233 – –	
DAWK BEARERS' DEPARTMENT:						
	October 1835	Bunko Beharry Hazra	Head Writer	30 – –		
	1845	J. Paul	Second ditto	20 – –	- - -	- - Doing duty in the unclaimed letter department.
	January 1846	Radhagobin Mittre	Mohurrir	10 – –		
	September 1847	Bheekoo	Sirdar Bearer	8 – –		
					68 – –	
CORRESPONDENCE DEPARTMENT:						
	1848	E. C. George	Register	100 – –		
	November 1845	F. G. Potter	Examiner	[illegible] – –		
	October 1815	Gobind Chunder Bannerjee	Despatcher	47 – 5	- - -	- - Received five rupees extra from the pay of an assistant of the miscellaneous department.
	November 1845	L. M. Baptist	Searcher of References	30 – –	- - -	- - Doing duty in the ship and steam department.
	January 1829	Khettermohun Biswas	Copyist	40 – –		
	August 1841	Ramcoomar Dey	ditto	25 – –		
	January 1846	C. S. Elloy	ditto	25 – –		
	1839 to 1845 & from 1848	Manick Chunder Ghose	ditto	15 – –	- - -	- - Abolished; did duty as a register of the despatch department.
					317 – 5	
STEAM AND SHIP DEPARTMENT:						
	May 1832	R. Deefholts	Manager	150 – –		
	1833	J. D'Souza	Preparer of Steam Accounts	95 – –		
		R. J. D'Abreu		40 – –	- - -	- - Doing duty as 3d deliverer of receipt department.
	16th Nov. 1845	H. Rodrigues	Director of Letters	40 – –		
	1842	Shamchand Bannorjee	ditto	40 – –	- - -	- - Doing duty in the correspondence department.
	April 1844	A. D'Rago	Assistant	25 – –		
	May 1839	Roymohun Chuckerbutty	ditto	25 – –		
	November 1845	J. Rodrigues	ditto	20 – –		
	May 1841	Hurremohun Chatterjee	ditto	20 – –		
	1840	Modhosoodun Mittre	ditto	20 – –	- - -	- - Doing duty as writer of the forward department.

(*continued*)

Date of Authority.	Period of Service.	NAMES.	Designation.	Pay of each Individual.	Total Company's Rupees.	REMARKS.
STEAM and SHIP DEPARTMENT—*continued.*				*Rs. a. p.*	*Rs. a. p.*	
	1849	C. Pereira	Assistant	16 – –	- - -	- - Abolished; did duty as register of the despatch department.
	January - 1846	Bacharam Chatterjee	ditto	15 – –		
	1849	Nilcomul Chatterjee	ditto	12 – –		
	1839	Radamadub Newghy	Receiver	20 – –		
	1849	Noboo Comar Bannerjee	ditto	16 – –	- - -	- - Doing duty as No. 4 receiver of the despatch department.
	1850	Ramtorun Bannerjee	Checkman	10 – –		
	1850	Juggobundoo Chatterjee	ditto	10 – –	- - -	- - Abolished; did duty as sorter sirkar of the despatch department.
	1849	Jungloo	Peon	5 – –		
		Boat Establishment	- - -	31 – –		
					610 – –	
LETTER MAIL RECEIPT DEPARTMENT:						
	1831	J. Thomas	Mail Opener	100 – –		
	September 1827	G. F. Pereira	Head Deliverer	100 – –		
	1849	C. Bonaficio	Second ditto	80 – –		
	1842	E. Martyr	Third ditto	60 – –	- - -	- - Doing duty in the ship and steam department.
	July - 1836	B. D'Costa	Register	30 – –	- - -	- - Employed to make abstract of bearing postage.
	November 1845	A. J. D'Abru	ditto	26 – –	- - -	Abolished.
	1846	Nobocomar Mookerjee	ditto	20 – –	- - -	- - Doing duty in the miscellaneous department.
	1844	Gungapersaud Bonnerjee	- - Head Moonshee for Postage Account.	30 – –		
	1845	Tarreneechurn Ghose	Assistant ditto	20 – –		
	1826	Sunnessy Cowar	ditto ditto	20 – –	- - -	- - Receives only *Rs.* 19, civil auditor disallows *R.* 1.
	1844	Callypudo Chatterjee	ditto ditto	16 – –		
	1829	Kadir Bux	- - Head Jumadar of Mails.	16 – –		
	1821	Bahadooa Ally	Naib ditto ditto	12 8 8		
	1829	Ruffeehuddy	Assistant ditto	12 – –		
	1840	Subdur Ally	ditto ditto	12 – –		
	1840	Golam Mostaffa	ditto ditto	10 – –		
	1846	J. Vincent	Head Inspector	27 – –	- - -	- - Head Inspector draws *Rs.* 47, *Rs* 20 extra from the pay of two coachmen, sanctioned by Government.
	1849	W. Duncan	Second ditto	22 – –	- - -	*Rs.* Draws 24 } The aggregate of these allowances is *Rs.* 68, which is *Rs.* 2 in excess of the amount sanctioned by Government. The excess sum is obtained from the pay of a delivery peon, reduced from *Rs.* 8 to *Rs.* 6.
	1849	J. D. Souza	Third ditto	22 – –	- - -	ditto 23
	1850	J. Peterson	Fourth ditto	22 – –	- - -	ditto 21
	1844	Radanath Ghose	Mohurir	6 – –		
	1849	Bindabun Doss	Podar	6 – –		
					669 8 8	
DELIVERY PEONS:						
			No. 1	8 – –		
			" 2	8 – –		
			" 3	8 – –		
			" 4	8 – –		
			" 5	8 – –		
			" 6	8 – –		
			" 7	8 – –		
			" 8	8 – –		
			" 9	8 – –		
			" 10	8 – –		
			" 11	8 – –		
			" 12	8 – –		
			" 13	8 – –		
			" 14	8 – –		
			" 15	6 4 4		
			" 16	8 – –		
			" 17	8 – –		
			" 18	8 – –		
			" 19	8 – –		
			" 20	8 – –		
			" 21	8 – –		
			" 22	8 – –		
			" 23	8 – –		
			" 24	8 – –		
			" 25	8 – –		
			" 26	8 – –		
			" 27	8 – –		
			" 28	8 – –		
			" 29	8 – –		
			" 30	8 – –		
			" 31	8 – –		
			" 32	8 – –		

Date of Authority.	Period of Service.	NAMES.	Designation.	Pay of each Individual.	TOTAL Company's Rupees.	REMARKS.
DELIVERY PEONS—*continued.*				*Rs. a. p.*	*Rs. a. p.*	
			No. 33 - -	8 – –		
			" 34 - -	8 – –		
			" 35 - -	8 – –		
			" 36 - -	8 – –		
			" 37 - -	8 – –		
			" 38 - -	8 – –		
			" 39 - -	8 – –		
			" 40 - -	8 – –		
			" 41 - -	8 – –		
			" 42 - -	8 – –		
			" 43 - -	8 – –		
			" 44 - -	8 – –		
			" 45 - -	6 4 4		
			" 46 - -	8 – –		
			" 47 - -	8 – –		
			" 48 - -	8 – –		
	1848	Erad Bux - - -	Chowkey Peon -	5 – –		
	1844	Panawoollah - - -	ditto - -	5 – –		
	1850	Kalloo - - - -	ditto - -	5 – –		
	1844	Ekramuddeen - - -	ditto - -	5 – –		
	1849	Hamid - - - -	ditto - -	5 – –		
		Allowance for three Peons for crossing to Howrah	- - -	3 2 –		
					408 10 8	
RECEIVING HOUSES IN TOWN:						
		No. 1, Park-street.				
	1841	Nobinchunder Ghose -	Receiver - -	18 – –		
	1850	Takoordoss Doss - -	Peon - - -	4 – –		
			House Rent - -	3 – –		
					25 – –	
		No. 2, Jorasanko.				
	1839	Casubchunder Ghose -	Receiver - -	20 – –		
	1842	Pooteram Doss - -	Peon - - -	4 – –		
			House Rent - -	5 – –		
					29 – –	
		No. 3, Baug Bazar.				
	1849	Chundernauth Chatterjee -	Receiver - -	12 – –		
	1828	Goluk Doss - - -	Peon - - -	4 – –		
			House Rent - -	2 – –		
					18 – –	
		No. 4, Bhowanipore.				
	1846	Rajnarain Mookerjee -	Receiver - -	12 – –		
	1848	Dhomo Doss - - -	Peon - - -	4 – –		
			House Rent - -	2 – –		
					18 – –	
		No. 5, Kidderpore.				
	1840	Chandersekore Banerjee -	Receiver - -	12 – –		
	1842	Esser Katorah - -	Peon - - -	4 – –		
			House Rent - -	2 – –		
					18 – –	
		No. 6, Boitakhanah.				
	1848	Gobinchunder Chatterjee -	Receiver - -	12 – –		
	1849	Cartick Ghose - - -	Peon - - -	4 – –		
			House Rent - -	2 – –		
					18 – –	
		Ink for six town chowkies to Goluck - -	- - - -	- - -	2 – –	
		Eight Mail Packermen at two rupees each -	- - - -	16 – –		
	1850	Sony Mistree - - -	Moochee - -	8 5 5		
	1850	Moneeruddeen - - -	Ditto - -	7 5 –		
	1796	Goluckchunder - -	Inkman - -	4 2 10		
					35 13 3	
LETTER MAIL DESPATCH DEPARTMENT:						
	1843	M. Simeon - - -	Manager - -	100 – –		
	1850	F. Pereira - - -	Assistant - -	30 – –		
	1845	Essenchunder Mookerjee -	Register - -	25 – –	- - -	- - Prepares agency bills, &c., and is an examiner of No. 5 division.
	1845	Tarapersaud Banerjee -	ditto - -	25 – –	- - -	- - Doing duty in the correspondence department.
	1842	Nilchunder Gangooly -	ditto - -	20 – –	- - -	- - Doing duty in the miscellaneous department.
February -	1846	L. Rebeiro - - -	ditto - -	20 – –	- - -	- - Doing duty in the ship and steam department.
	1842	Nilmony Chatterjee - -	ditto - -	20 – –	- - -	- - Doing duty in the correspondence department.
	1849	Tarucknauth Mookerjee -	ditto - -	15 – –	- - -	Ditto - ditto - ditto.
	1828	Russickloll Bose - -	Gazette Receiver -	40 – –		
	1844	Radakissen Doss - -	ditto - -	20 – –		

Date of Authority.	Period of Service.	NAMES.	Designation.	Pay of each Individual. Rs. a. p.	TOTAL Company's Rupees. Rs. a. p.	REMARKS.
LETTER MAIL DESPATCH DEPARTMENT—*continued.*						
	1845	Nobinchundur Ghose	Register	15 – –	- - -	- - Doing duty in the dawk bearers' department.
	1818	Doorgachurn Bannerjee	Head Receiver	26 2 –		
		Kissen Chunder Newghy	No. 1 „	17 – –	- - -	- - Doing duty as receiver of the ship and steam department.
	1840	Sreedhur Banerjee	„ 2 „	20 14 5		
	1845	Bholanauth Mookerjee	„ 3 „	17 – –		
	1842	Callynauth Banerjee	„ 4 „	17 – –		
	1828	Ramchunder Bhuttacharjee	„ 5 „	20 – –		
	1828	Horrochunder Newghy	„ 6 „	20 14 5		
	1839	Moheschunder Chowdry	„ 7 „	20 – –		
	1842	Moheschunder Mookerjee	Checkman	10 – –		
	1846	Odychand Missree	ditto	10 – –		
	1850	Mr. Gomes	ditto	10 – –	- - -	- - Abolished; did duty as a register of despatch department.
	1850	Paunch Cowree Doss	ditto	10 – –		
	1849	Dwarkanauth Doss	ditto	10 – –	- - -	- - Doing duty in the correspondence department.
	1827	Ramdhun Sircole	ditto	10 – –		
	1827	Rammohun Doss	Sorter Sircar	12 8 7½	- - -	Abolished.
	1845	Dwarkanauth Chatterjee	ditto	12 – –		
	1845	Radhanauth Bose	ditto	12 – –		
	1844	Sreenauth Chuckerbutty	ditto	12 – –		
	1834	Hurrinarain Gooho	ditto	12 – –	- - -	ditto.
	1845	Modoosoodun Mookerjee	ditto	12 – –	- - -	ditto.
	1841	Callypudo Ghosaul	ditto	12 – –	- - -	ditto.
	1845	Grischunder Banerjee	ditto	12 – –	- - - 645 7 5½	- - Doing duty in the shipping department.
FORWARD DEPARTMENT:						
	1827	Gunganarain Gooho	- - Register Forward Packets.	26 2 –		
	1841	Jadubchunder Mookerjee	ditto	20 – –	- -	- - Doing duty in the correspondence department since abolition of registration.
		Doorgachurn Chatterjee	ditto	15 – –	- - - 61 2 –	Ditto - ditto, banghy department.
MISCELLANEOUS DEPARTMENT:						
	1828	C. S. Starling	- - in charge of dead letters.	100 – –		
	1844	Petumber Mookerjee	Assistant	25 – –		
	1850	J. S. de Mello	- - ditto; five rupees of this allowance was paid to Govind Chunder Bonnerjee, of the correspondence department.	20 – –	- - -	- - Abolished; did duty as a register of the despatch department.
	1839	Bholonauth Mittre	Assistant	25 – –	- - -	- - Doing duty in the shipping department.
	1843	Gopalchunder Gangooly	ditto	16 – –	- - -	- - Doing duty as a checkman, and has charge of the stationery.
	1834	Suroopchunder Ghose	ditto	20 – –	- - -	- - Doing duty in the correspondence department since the abolition of registration.
	1837	Sreenauth Banerjee	ditto	25 – –		
	1843	Modoosudun Chatterjee	ditto	20 – –	- - - 251 – –	ditto.
SERVANTS:						
	1834	Kyfeetullah	Bheesty	5 3 7		
	1844	Luchmun	Sweeper	6 – –		
	1847	Jetoo	Furrash	5 – –		
	1847	Nancoo	ditto	5 – –		
	1842	Sookur	Lac Man	7 – –		
	1840	Settanauth	Gardener	5 – –		
	1847	Ram Sing	Doorkeeper	6 – –		
	1849	Mooraly Dhur	ditto	6 – –		
	1848	Mocuram	ditto	6 – –		
	1846	Golamrussool	Head Duftry	10 – –		
	1845	Golamsubder	ditto	6 – –		
	1849	Muherally	ditto	5 – –		
	1845	Poteet Misteree	Carpenter	12 – –		
	1833	Anund	ditto	6 4 2	90 7 9	
RECORD DEPARTMENT:						
	1848	Muttyloll Bonnerjee	Record Keeper	25 – –		
	January - 1844	Bhoobonesseur Bhose	ditto	20 – –	- - - 45 – –	- - Assists also in the correspondence department since abolition of registration.

Date of Authority.	Period of Service.	NAMES.	Designation.	Pay of each Individual.	TOTAL Company's Rupees.	REMARKS.
TIME CHECK MAIL'S DEPARTMENT:				Rs. a. p.	Rs. a. p.	
	1831	Pearymohun Dott - -	Assistant - -	20 14 5		
	1831	Locknauth Mookerjee -	ditto - -	20 8 8		
	1842	Nobinchunder Dutt - -	ditto - -	20 - -		
					61 7 1	
BANGHY DEPARTMENT:						
	16 January 1846	J. Botellho - - -	Manager - -	100 - -		
	1845	G. Salvadore - - -	Register - -	20 - -		
	1840	Ramchunder Chatterjee -	ditto - -	16 - -		
	November 1845	A. J. D'Abreu - -	ditto - -	20 - -		
	1834	Gungaunarain Ghose - -	ditto - -	16 - -		
	1843	Callycomar Dey - -	ditto - -	12 - -		
	1849	Nilcomal Chuckerbutty -	ditto - -	12 8 8		
	1849	Ramdoyal Mullick - -	ditto - -	10 - -		
	1849	Govinchunder Banerjee -	ditto - -	10 - -	- - -	Abolished; did duty as Register of the Receipt Department.
	1828	Mohun - - - -	Bearer - -	4 2 10		
	1848	Madub - - - -	ditto - -	4 - -		
	1838	Khosaul - - - -	ditto - -	4 - -		
	1848	Pookur - - - -	ditto - -	4 - -		
	1834	Premchand Doss - -	Packerman - -	6 4 4		
	1834	Brijomohun Doss - -	ditto - -	6 4 4		
					245 4 2	
ORIENTAL DEPARTMENT:						
	April - 1846	Issenchunder Mookerjee -	Head Moonshee -	25 - -		
	1849	Munne..uddee - - -	Naib ditto - -	16 - -		
					41 - -	
ROAD ESTABLISHMENT:						
	1831	Sorof - - - - -	Fort Gloster Runner	4 2 10		
		Three Packermen for the General Post-office mails.	- - - - -	12 - -		
	1840	Ellahybux - - -	Uddadar Benares Road	10 - -		
		Contingent allowance for ditto.	- - - - -	3 2 -		
	1845	Joygopaul Kooar - -	- - Moonshee Banghee Department.	15 - -		
	1845	Abdoolgobo - - -	- - Uddadar Berhampore Road.	10 - -		
		Contingent allowance for ditto.	- - - - -	3 - -		
		Runner for Governor-general's express - -	- - - -	4 2 11 4 - -		
				67 7 9		
		Deduct vacancies undrawn -	- - - - -	8 - -		
					57 7 9	
			TOTAL - -	Co.'s Rs.	5,427 13 3½	

Calcutta, General Post-office,
28 March 1851.

J. R. B. Bennett,
Deputy Postmaster-general in charge.

Enclosure (M.)

STATEMENT, showing the Number of INLAND COVERS despatched and the Cost of fixed OFFICE ESTABLISHMENT at each Post-office in the North-western Provinces.

NAMES of POST-OFFICES.	No. of Covers, including Banghy Parcels despatched in one Month.	Postmasters' Salary.	No. of Clerks.	Aggregate Monthly Pay of Clerks.	No. of Delivery Peons.	Aggregate Monthly Pay of Peons.	Office Rent.	Other authorised Office Charges.	TOTAL Monthy Charge.
		Rs. a. p.		Rs. a. p.		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Agra	28,278	350 - -	9	224 - -	14	70 - -	25 - -	57 - -	757 - -
Civil Receiving-office		- - -	1	8 - -	1	4 - -	- - -	- -	
City Receiving-office		- - -	1	15 - -	-	- - -	4 - -	- -	
Allahabad	12,112	200 - -	5	145 - -	6	32 - -	25 - -	38 - -	402 - -
Receiving-office		- - -	1	10 - -	2	10 - -	2 - -	- -	
Futtehpore	2,292	- - -	2	65 - -	2	10 - -	- - -	7 - -	82 - -
Khujooa	560	- - -	1	15 - -	-	- - -	- - -	3 - -	18 - -
Shazadpore	84	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Sirsa	416	- - -	1	8 - -	1	5 - -	- - -	1 - -	14 - -
Rajapore	1,016	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Ajmere	2,775	70 - -	3	52 - -	3	15 - -	- - -	6 - -	143 - -
Allygurh	5,710	80 - -	6	185 - -	4	20 - -	- - -	39 - -	324 - -
Anopshuhur	473	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Bhowgong	363	- - -	2	37 - -	-	- - -	- - -	4 - -	41 - -
Etah	333	- - -	1	10 - -	-	- - -	- - -	2 - -	12 - -
Secundrabad	418	- - -	1	10 - -	-	- - -	- - -	1 - -	11 - -
Khoorja	716	- - -	1	15 - -	1	5 - -	- - -	3 - -	23 - -
Secundra Rao	514	- - -	1	10 - -	-	- - -	- - -	2 - -	12 - -
Hatras	2,899	- - -	2	27 - -	1	5 - -	- - -	5 - -	37 - -
Bolundshuhur	1,645	- - -	2	27 - -	2	10 - -	- - -	5 - -	42 - -
Almorah	2,068	- - -	2	42 - -	2	10 - -	- - -	10 - -	62 - -
Looboughat	376	- - -	1	15 - -	-	- - -	- - -	3 - -	18 - -
Petoraghur	254	- - -	1	15 - -	-	- - -	- - -	3 - -	18 - -
Azimghur	2,255	50 - -	1	20 - -	1	5 - -	15 - -	8 - -	98 - -
Baitool	759	50 - -	2	27 - -	1	5 - -	- - -	5 - -	87 - -
Banda	2,940	50 - -	3	68 - -	2	10 - -	15 - -	14 - -	157 - -
Mohaba	407	- - -	1	15 - -	-	- - -	- - -	3 - -	18 - -
Bareilly	6,860	50 - -	3	50 - -	5	28 - -	15 - -	15 - -	174 8 -
Receiving-office		- - -	1	12 - -	1	3 8 -	1 - -	- -	
Pellibheet	701	- - -	1	15 - -	1	5 - -	- - -	3 - -	23 - -
Kuttra	244	- - -	1	10 - -	-	- - -	- - -	2 - -	12 - -
Jellalabad	353	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Chundousee	1,015	- - -	1	15 - -	-	- - -	2 - -	3 - -	20 - -
Khasgunge	596	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Budaon	1,900	- - -	2	30 - -	1	5 - -	- - -	5 - -	40 - -
Benares	18,165	200 - -	11	309 - -	5	26 - -	- - -	96 - -	723 - -
Receiving-office		- - -	4	48 - -	8	40 - -	4 - -	- -	
Gopeegunge	168	- - -	1	15 - -	-	- - -	- - -	- -	15 - -
Sultanpore	421	- - -	1	20 - -	1	5 - -	- - -	3 - -	28 - -
Syedpore	308	- - -	1	15 - -	-	- - -	- - -	- -	15 - -
Cawnpore	20,766	150 - -	8	255 - -	10	52 - -	25 - -	114 - -	596 - -
Jellalabad	- -	- - -	1	10 - -	-	- - -	- - -	- -	10 - -
Calpee	2,158	- - -	2	33 - -	1	5 - -	- - -	5 - -	43 - -
Delhi	29,134	150 - -	7	157 - -	8	45 - -	20 - -	42 - -	439 - -
Receiving-office		- - -	1	10 - -	2	10 - -	- - -	5 - -	
Bhewany	2,002	- - -	1	15 - -	-	- - -	- - -	5 - -	20 - -
Rewarree	1,648	- - -	1	15 - -	1	5 - -	- - -	3 - -	23 - -
Goorgaon	843	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Paniput	899	- - -	1	15 - -	1	5 - -	- - -	3 - -	23 - -
Rohtuk	1,184	- - -	1	15 - -	1	5 - -	- - -	3 - -	23 - -
Jellalabad	348	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Bagput	231	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Burrode	312	- - -	1	15 - -	-	- - -	- - -	5 - -	20 - -
Noh	349	- - -	1	10 - -	-	- - -	- - -	2 - -	12 - -
Pulwul	407	- - -	1	15 - -	-	- - -	- - -	- -	15 - -
Erinpoora	1,132	50 - -	2	45 - -	1	5 - -	- - -	10 - -	110 - -
Pali	365	- - -	1	20 - -	-	- - -	- - -	3 - -	23 - -
Jondpore	259	- - -	1	25 - -	1	5 - -	- - -	8 - -	38 - -
Etawah	2,117	- - -	2	30 - -	2	10 - -	- - -	6 - -	46 - -
Jeswuntnuggur	201	- - -	-	- - -	1	5 - -	- - -	- -	5 - -
Oriah	559	- - -	1	10 - -	-	- - -	- - -	- -	10 - -
Ferozepore	8,291	100 - -	4	110 - -	4	20 - -	- - -	28 - -	274 - -
Receiving-office		- - -	1	10 - -	1	5 - -	- - -	1 - -	
Futtehgurh	12,287	50 - -	3	75 - -	4	21 - -	- - -	30 - -	189 - -
Receiving-office		- - -	1	5 - -	2	6 - -	2 - -	- -	
Ghazeepore	4,623	50 - -	4	75 - -	3	15 - -	25 - -	26 - -	213 - -
Receiving-office		- - -	1	15 - -	1	5 - -	- - -	2 - -	
Gorruckpore	2,326	50 - -	2	35 - -	3	15 - -	- - -	16 - -	116 - -

NAMES of POST-OFFICES.	No. of Covers, including Banghy Parcels despatched in one Month.	Postmasters' Salary.	No. of Clerks.	Aggregate Monthly Pay of Clerks.	No. of Delivery Peons.	Aggregate Monthly Pay of Peons.	Office Rent.	Other authorised Office Charges.	TOTAL Monthly Charge.
		Rs. a. p.		Rs. a. p.		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Gwalior	4,819	50 - -	3	75 - -	7	36 - -	15 - -	18 - -	294 - -
Scindia's Government Post-office		- - -	3	45 - -	5	25 - -	- - -	- -	
Receiving-office		- - -	1	30 - -	-	- - -	- - -	- -	
Mohona	189	- - -	1	15 - -	-	- - -	- - -	- -	15 - -
Hameerpore	1,232	- - -	3	70 - -	1	5 - -	- - -	10 - -	85 - -
Hansi	1,624	50 - -	2	35 - -	1	5 - -	15 - -	5 - -	110 - -
Hissar	1,252	- - -	2	27 - -	1	5 - -	- - -	3 - -	35 - -
Hodul	409	- - -	1	20 - -	-	- - -	- - -	3 - -	23 - -
Kossee	611	- - -	1	20 - -	1	5 - -	- - -	3 - -	28 - -
Hosungabad	1,630	50 - -	2	40 - -	1	5 - -	- - -	15 - -	110 - -
Indore	3,265	100 - -	7	215 - -	3	15 - -	- - -	33 - -	363 - -
Augor	664	- - -	1	17 - -	-	- - -	- - -	- -	17 - -
Sarungpore	60	- - -	1	17 - -	-	- - -	- - -	- -	17 - -
Jourah	269	- - -	1	20 - -	1	5 - -	- - -	3 - -	28 - -
Mehidpore	754	- - -	2	55 - -	1	5 - -	- - -	3 - -	63 - -
Oogein	555	- - -	1	20 - -	-	- - -	- - -	2 - -	22 - -
Rutlam	442	- - -	3	75 - -	1	5 - -	- - -	5 - -	85 - -
Jaloun	1,488	50 - -	2	40 - -	-	- - -	- - -	8 - -	98 - -
Koonch	1,184	- - -	1	15 - -	-	- - -	- - -	- -	15 - -
Jhansi	1,789	50 - -	2	65 - -	2	10 - -	10 - -	15 - -	150 - -
Jyepore	2,669	50 - -	3	60 - -	2	10 - -	- - -	9 - -	129 - -
Bhurtpore	370	- - -	1	15 - -	1	5 - -	- - -	3 - -	23 - -
Jounpore	2,734	50 - -	2	37 - -	2	10 - -	- - -	8 - -	105 - -
Jubbulpore	3,125	50 - -	4	65 - -	2	10 - -	- - -	18 - -	143 - -
Kalka	496	- - -	3	85 - -	2	10 - -	- - -	7 - -	102 - -
Kotah	921	- - -	2	45 - -	1	5 - -	- - -	8 - -	58 - -
Kurnaul	2,827	50 - -	2	40 - -	3	16 - -	- - -	4 - -	110 - -
Kussowlee	4,139	50 - -	3	60 - -	3	15 - -	- - -	- -	125 - -
Ludwah	928	- - -	2	27 - -	1	5 - -	- - -	- -	32 - -
Landour	6,559	100 - -	3	85 - -	7	36 - -	- - -	29 - -	250 - -
Dehra	1,497	- - -	3	47 - -	2	10 - -	- - -	18 - -	75 - -
Rajpore	196	- - -	1	20 - -	1	5 - -	- - -	3 - -	28 - -
Loodhiana	7,020	100 - -	7	150 - -	5	26 - -	25 - -	40 - -	341 - -
Lucknow	11,031	100 - -	3	90 - -	4	21 - -	25 - -	30 - -	364 - -
Receiving-office		- - -	2	22 - -	3	15 - -	4 - -	7 - -	
Cantonment Post-office		- - -	2	32 - -	3	15 - -	- - -	3 - -	
Sultanpore	1,045	- - -	1	15 - -	1	5 - -	- - -	3 - -	23 - -
Seetapore	585	- - -	1	15 - -	1	5 - -	- - -	3 - -	23 - -
Fyzabad	571	- - -	1	12 - -	1	5 - -	- - -	3 - -	20 - -
Meerut	24,798	100 - -	10	218 - -	9	46 - -	40 - -	55 - -	459 - -
Mozuffernuggur	1,545	- - -	1	15 - -	1	5 - -	- - -	3 - -	23 - -
Auper	624	- - -	1	15 - -	2	10 - -	- - -	3 - -	28 - -
Samlee	1,163	- - -	1	15 - -	1	5 - -	- - -	3 - -	23 - -
Hurdwar	271	- - -	1	20 - -	1	5 - -	- - -	5 - -	30 - -
Morad Munzil	- -	- - -	2	40 - -	2	10 - -	- - -	5 - -	55 - -
Mirzapore	11,894	100 - -	7	122 - -	6	31 - -	- - -	18 - -	299 - -
Receiving-office		- - -	1	15 - -	2	10 - -	- - -	3 - -	
Alinuggur	91	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Chunar	1,620	- - -	2	30 - -	1	5 - -	- - -	6 - -	41 - -
Jokuhie	106	- - -	2	17 - -	-	- - -	- - -	- -	17 - -
Kuttra	102	- - -	1	8 - -	-	- - -	- - -	1 - -	9 - -
Rewa	402	- - -	2	35 - -	-	- - -	- - -	6 - -	41 - -
Moradabad	4,809	50 - -	3	65 - -	3	15 - -	5 - -	10 - -	145 - -
Bijnore	1,344	- - -	2	35 - -	1	5 - -	- - -	5 - -	45 - -
Cashcepore	265	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Nujeebabad	469	- - -	1	15 - -	-	- - -	- - -	3 - -	18 - -
Rampore	863	- - -	1	10 - -	1	5 - -	- - -	- -	15 - -
Dhampore	555	- - -	1	10 - -	-	- - -	- - -	- -	10 - -
Ghurmooktesur	494	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Muttra	5,965	50 - -	3	66 - -	3	16 - -	25 - -	18 - -	192 - -
Receiving-office		- - -	1	10 - -	1	5 - -	- - -	2 - -	
Brindabun	770	- - -	1	20 - -	1	5 - -	- - -	2 - -	27 - -
Mynpooree	5,191	50 - -	3	52 - -	2	10 - -	25 - -	16 - -	153 - -
Shekoabad	637	- - -	1	15 - -	1	5 - -	- - -	- -	20 - -
Putiallee	680	- - -	1	7 - -	-	- - -	- - -	- -	7 - -
Nugode	922	- - -	2	40 - -	2	10 - -	15 - -	5 - -	70 - -
Neemuch	2,549	100 - -	3	70 - -	4	24 - -	30 - -	30 - -	254 - -
Kissore Saugor	- -	- - -	1	12 - -	-	- - -	- - -	- -	12 - -
Mundisser	441	- - -	2	50 - -	1	5 - -	- - -	5 - -	60 - -
Odeypore	203	- - -	1	20 - -	-	- - -	- - -	2 - -	22 - -
Salumbher	- -	- - -	1	8 - -	-	- - -	- - -	- -	8 - -
Khurrowara	291	- - -	1	20 - -	1	6 - -	- - -	4 - -	30 - -
Nusserabad	2,622	100 - -	3	75 - -	4	21 - -	- - -	*74 - -	270 - -
Beaur	482	- - -	1	20 - -	1	5 - -	- - -	3 8 -	28 8 -
Kishenghur	129	- - -	1	10 - -	-	- - -	- - -	- -	10 - -
Nursingpore	1,295	- - -	2	35 - -	1	5 - -	- - -	3 - -	43 - -
Nyagong	1,329	50 - -	3	57 - -	3	15 - -	20 - -	- -	142 - -
Mouraneepore	393	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -

* This includes office rent.

(continued)

NAMES of POST-OFFICES.	No. of Covers, including Banghy Parcels despatched in one Month.	Postmaster's Salary.	No. of Clerks.	Aggregate Monthly Pay of Clerks.	No. of Delivery Peons.	Aggregate Monthly Pay of Peons.	Office Rent.	Other authorised Office Charges.	TOTAL Monthly Charge.
		Rs. a. p.		Rs. a. p.		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Nainee Tal	2,725	70 - -	1	30 - -	2	10 - -	- - -	4 - -	114 - -
Shaharunpore	4,755	50 - -	4	75 - -	2	10 - -	25 - -	18 - -	178 - -
Roorkee	801	- - -	1	20 - -	1	5 - -	- - -	5 - -	30 - -
Shahjehanpore	3,605	50 - -	1	20 - -	1	5 - -	- - -	5 - -	80 - -
Saugor	4,455	50 - -	3	75 - -	4	22 - -	30 - -	26 - -	203 - -
Chutterpore *	286	- - -	1	10 - -	-	- - -	- - -	*4 - -	14 - -
Heerapore	14	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Dummow	836	- - -	1	20 - -	1	5 - -	- - -	3 - -	28 - -
Lullutpore	561	- - -	1	15 - -	1	5 - -	- - -	- -	20 - -
Sehore	996	50 - -	2	53 - -	1	6 - -	- - -	18 - -	127 - -
Bhopaul	590	- - -	1	15 - -	2	8 - -	- - -	3 - -	26 - -
Bhilsa	324	- - -	1	15 - -	2	8 - -	- - -	3 - -	26 - -
Goonah	195	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Seronge	152	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Seepree	594	- - -	1	20 - -	1	5 - -	- - -	3 - -	28 - -
Seonee	867	- - -	2	30 - -	1	5 - -	- - -	5 - -	40 - -
Simlah	11,268	100 - -	4	125 - -	8	52 - -	25 - -	9 - -	311 - -
Kotgurh	77	- - -	1	8 - -	-	- - -	- - -	2 - -	10 - -
Sirsa	1,221	60 - -	3	35 - -	1	5 - -	- - -	5 - -	105 - -
Subathoo	1,790	80 - -	2	45 - -	2	11 - -	- - -	11 - -	147 - -
Umballa }	10,142	150 - -	8	197 - -	11	56 - -	30 - -	30 - -	483 - -
Receiving-office }		- - -	1	15 - -	1	5 - -	- - -	- -	
Thannessur	472	- - -	2	27 - -	-	- - -	- - -	- -	27 - -
Juggadree	1,053	- - -	1	15 - -	-	- - -	- -	5 - -	20 - -
Dugshahy	1,148	50 - -	1	35 - -	2	10 - -	10 - -	6 - -	111 - -
PUNJAUB:									
Buttalah	1,054	- - -	1	25 - -	1	5 - -	- - -	3 - -	33 - -
Hoshyarpore	3,944	50 - -	3	75 - -	3	15 - -	15 - -	15 - -	170 - -
Jhelum	1,973	50 - -	2	57 - -	3	18 - -	15 - -	12 - -	152 - -
Jullundur }	7,879	150 - -	5	150 - -	7	40 - -	- - -	21 - -	381 - -
Receiving-office }		- - -	1	15 - -	1	5 - -	- - -	- -	
Nakoda	1,020	- - -	2	45 - -	2	10 - -	- - -	3 - -	58 - -
Kurturpore	1,531	- - -	2	45 - -	2	10 - -	- -	3 - -	58 - -
Phillour	1,040	- - -	2	45 - -	2	10 - -	- -	3 - -	58 - -
Kangra	969	- - -	2	45 - -	2	10 - -	1 - -	3 - -	59 - -
Tanda	412	- - -	2	55 - -	2	10 - -	- - -	5 - -	70 - -
Dhurmsala	467	- - -	1	15 - -	1	5 - -	1 - -	3 - -	24 - -
Hajeepore	524	- - -	1	30 - -	1	5 - -	- - -	3 - -	38 - -
Mookrian	561	- - -	1	20 - -	1	5 - -	- - -	3 - -	28 - -
Noorpoor	627	- - -	1	20 - -	1	5 - -	- - -	3 - -	28 - -
Phugwara	389	- - -	1	10 - -	-	- - -	- - -	2 - -	12 - -
Lahore	15,931	250 - -	10	297 - -	6	48 - -	- - -	54 - -	649 - -
Hazara	157	- - -	1	25 - -	1	5 - -	- - -	2 - -	32 - -
Umritser	4,344	- - -	3	65 - -	2	10 - -	- - -	3 - -	78 - -
Pak Pultun	523	- - -	1	25 - -	1	6 - -	- - -	2 - -	33 - -
Goozerat	464	- - -	1	25 - -	1	6 - -	- - -	2 - -	33 - -
Lukhee	- -	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Shekopora	640	- - -	1	25 - -	1	6 - -	- - -	2 - -	33 - -
Shahpore	660	- - -	1	25 - -	1	6 - -	- - -	2 - -	33 - -
Pind Dadim Khan	320	- - -	1	25 - -	1	6 - -	- - -	2 - -	33 - -
Dera Ismail Khan	1,380	- - -	1	25 - -	1	6 - -	- - -	2 - -	33 - -
Hurruppa	16	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Bunnoo	- -	- - -	1	25 - -	1	6 - -	- - -	2 - -	33 - -
Goozeranwalla	- -	- - -	1	15 - -	-	- - -	- - -	2 - -	17 - -
Mean Meer	- -	- - -	1	25 - -	1	5 - -	- - -	*7 - -	37 - -
Jhung	613	- - -	1	25 - -	1	5 - -	- - -	3 - -	33 - -
Leja	326	- - -	2	70 - -	1	6 - -	- - -	2 - -	78 - -
Kohat	- -	- - -	1	25 - -	1	6 - -	- - -	2 - -	33 - -
Kussoor	- -	- - -	1	17 - -	1	5 - -	- - -	3 - -	25 - -
Mooltan	3,049	50 - -	3	87 - -	3	18 - -	15 - -	12 - -	182 - -
Mozuffergurh	407	- - -	1	25 - -	1	6 - -	- - -	2 - -	33 - -
Dera Ghazee Khan	744	- - -	1	25 - -	1	6 - -	- - -	2 - -	33 - -
Bhawulpore	363								
Peshawur	7,838	175 - -	5	197 - -	10	64 - -	30 - -	30 - -	496 - -
Attock	527	- - -	1	25 - -	1	6 - -	- - -	2 - -	33 - -
Rawul Pindee	3,620	50 - -	3	87 - -	5	30 - -	15 - -	15 - -	197 - -
Wuzeerabad }	10,705	150 - -	4	170 - -	10	64 - -	25 - -	30 - -	439 - -
Sealkote }		- - -	2	45 - -	2	10 - -	- - -	- -	60 - -
Boodie Pind	920								

* This includes office rent.

Cecil Beadon,
Commissioner.

Appendix (C.), No. 2.

App. (C.), No. 2.

EXTRACT from REPORT of *Madras* Postal Commissioner to the Government of *Fort St. George*, dated 23d April 1851.

CONDUCT of BUSINESS.

3. THE General Post-office is a charge which has not been usually sought for by men of distinguished ability, and when filled by officers of high qualification it has been generally as a temporary measure, and pending only the vacation of some more active post. It is almost the only office under the Government which is not in the line to some higher employment; it stands alone as a department and leads to nothing. While the collector and the judge may look to the Sudder Board and the highest Court of Adawlut as rewards of able administration in their respective lines of duty, and the highest office of account is a legitimate object of ambition to the incumbents of the Treasury and the Audit-office, and to all, the Secretariat, and eventually the Government, are open as the end of distinguished service, and the reward of high ability, the holder of the Post-office has already attained the highest step in the ladder, and alone in the service feels that his department leads to nothing. Hence the first object with all men of energy and zeal has always been to leave the office as soon after their appointment as possible; and whenever it has been held by one individual for any length of time, it has been by one whose circumstances precluded his looking forward to advancement in any other department of the public service. The Post-office has in consequence not been fairly dealt with: it has either been the temporary employment of some able officer, whose tenure was too short to afford him means of examining into its state, and opportunity of reforming its defects, and who, always looking for removal to some more active line of duty, took no great interest in the post; or it has been held by some one to whom the other branches of the service were not open, and who was placed in the post solely because he could be entrusted with no more responsible office. Much of the imperfect management of which the public has complained has arisen from this. Sterling improvements and searching reforms can be introduced and carried out only by vigilant and practical men; to effect improved management requires better machinery than the office has usually possessed. A degree of quick intelligence and personal activity is requisite in those who manage its details, and the inefficient control of a good system may be as productive of evil in its results as a system which is vicious in itself.

4. The salary of the office being the same as that allowed to all collectors and judges, it is hardly to be expected that any public servant, whose standing and ability entitle him to expect advancement in those responsible and interesting lines, should willingly accept, at an expensive Presidency, an office of only equal remuneration, and of less authority and interest. If it be wished that the department shall be efficiently administered; that the officer at its head shall be content to remain, and seek no early change, and that thus ability and experience shall be united in its control, the charge should be confided to some gentleman whose position in the service would not entitle him, for some years, to expect advancement to an independent office in other branches, and who would be anxious to justify his early attainment of a high salary by devoting his best energies to the duties of the office.

5. Another measure, which is of great importance for insuring an increased activity and efficiency in the management of the post, is the entire separation of the Postmaster-general from all connection with the details of the Presidency Post-office; that office should be to him no more than any of the other of the post-offices throughout the country; over it, as over all, he should exercise a vigilant general control, but with its details he should have no concern whatever. With his hands free from the minutiæ of the office, he would have time to give his consideration to general principles of improvement; he would have leisure to visit any office in the provinces where he had from any cause or reason to suppose that his presence was required, and thus have means of satisfying himself by personal inspection that the system he had laid down for their guidance was duly followed by his subordinates; that the laws enacted were enforced, and the rules of the Government obeyed. His control would be effectual because it would be actual; his authority would be respected because it would be felt; and his knowledge of the working of the system would be good, because it would be practical.

Separation of the offices of Postmaster-general and Postmaster of Madras.

28. The system laid down for the current duties of the office is generally good. I have compared it with that followed in the other Presidencies, and have found that it very nearly resembles the system in Bombay, the best which has yet been introduced into India. It still admits of some improvements, which I shall now suggest in order, remarking only, that the suggestions have reference solely to the present system, and that should an uniform rate be adopted, and stamps be introduced, further simplification will be possible.

29. Six o'clock A.M. and 12 o'clock at noon are the hours fixed for opening all mails, which have arrived in the interim previous to either hour. Each mail receiver then takes charge

Opening of mails received.

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charge of the mail allotted to him, inspects the state of the seals, and reports if they are in any way damaged; he then opens the wallet, and compares the number of packets which it contains with the entry in the road index or telegraph; if they agree he inspects the seals of each packet, and separates those for Madras from those which are to be forwarded. He then opens the former, and compares the number of letters they contain with the original and duplicate chellauns, or invoices, which are enclosed in each packet. The letters are then stamped and taken by the writer to his desk, where he sorts and enters their aggregate number, weight, and amount of postage in an abstract register, according as they may be paid, bearing, free, or service, noting that the postage charged on private letters is correct. I would suggest the abolition of these abstract registers; the chellaun received with each packet is a correct invoice of its contents, and if filed and preserved would answer all the purposes of the present abstract register. The paid, service, and free letters are then made over to the sirdars for delivery to the letter-carriers according to their beats; the former first making an abstract of the letters, and taking the signature of each letter-carrier as an acknowledgment for the letters delivered to him, and the latter making in their books a detailed registry of every letter. Both of these registers are, in my opinion, unnecessary, and their preparation a waste of time; no postage is due on the letters, and they may be safely left unregistered in the hands of the letter-carriers. The bearing letters are delivered to the writers in the bearing department, who, before transferring them to the peons, enter them in their books with the amount of postage due upon them, and the name of the letter-carrier in whose beat they are to be delivered; but this is done in no consecutive order, so that the same letter-carrier's name may appear 20 times in half the number of pages. This miscellaneous register might be advantageously discontinued, and in its place be substituted a book with a letter-carrier's name or number on the outer margin of each leaf, the paper below the name being cut off, so as to show the names written on the subsequent leaves. This would give great facility for reference; and, if prepared with a double column for debit and credit, would be in itself a record and account, easily kept and referred to, of the postage to be recovered from every letter-carrier, whose signature would be taken to each day's entry; and would supersede the necessity for the detailed registers now kept by them, in which are entered the address, description, and weight of every letter, the amount of postage due upon each, the place whence they were received, the date on which they were delivered, and from memory the names of the persons to whom they were given. The preparation of this last register takes more time than any other, seventy seconds being taken by the less intelligent men for the entry of a single letter. It is made solely for the private satisfaction of the letter-carriers, who may safely trust the public accounts of the office; according to which, and not according to their own registers, they are even now obliged to make good the postage debited against them.

Abolition of abstract registers suggested. — *Bearing letters.* — *New plan of registering bearing letters recommended.* — *Letter-carriers' detailed registers.* — *Unnecessary.*

30. Registers of banghy mails received are kept, similar to the registers of letters, and might with great convenience be abolished. The number of parcels despatched from every office is entered in the transit road index which accompanies the mail, and the entry specifies the address of each parcel, its weight and postage. Precisely the same information is communicated to every station to which a banghy parcel is despatched in an advice chellaun, which is sent on by letter dâk; and these two documents are in themselves sufficient registers of the banghy mails received, without any necessity for time being wasted in again recording precisely the same information. I consulted the postmasters on this point, and although their opinions were divided, I did not find in those opposed to the abolition of registers any convincing reasons for their retention; and the fact that they have already been discontinued in the Bombay Presidency, without any inconvenience resulting, is a practical argument against their necessity which is sufficient to decide the point.

Banghy mails received. — *Abolition of the present registers recommended.* — *Opinions of postmasters.*

31. Letters and newspapers brought to the General Post-office for despatch are first weighed, then charged with the due amount of postage, and stamped; if paid, the stamper, who is the shroff, receives the postage, and the letter is dropped into a large box divided by a partition, one-half being for paid, and the other for bearing letters, with corresponding slits in its lid; the key of this box remains with the office manager. Stamped receipts are given to all applicants and for all letters, on which subject I shall not here enlarge, as it has been already disposed of in the joint report of the Commissioners. All letters, and even all banghy parcels are weighed in common scales, and much time is thus sacrificed whenever the exact weight is not at once put into the scale. Practice enables the servants to tell with tolerable accuracy, under the present scale of weights, whether a letter is single or double, as the difference between a quarter tolah and a tolah is considerable; but there are still so many letters which are near the verge, and the habit of the natives is so constantly to make assurance doubly sure by testing even those letters on which no doubt can exist, that practically almost every letter is weighed; and the time lost in the mere mechanical adjustment of the scales and weights, suggested to me to recommend the introduction of those simple machines, which show on a dial the weight of anything put into their scale. The necessity for some contrivance of this sort to save time is particularly striking in the banghy department, where the exact weight in tolahs of every parcel is ascertained, written on the parcel itself, and entered in the accounts; and as the weight may vary from one to 600 tolahs, the time occupied in ascertaining it with precision is proportionately great. Major Smith has informed me that there would be no difficulty whatever in making up at the Mint machines of the kind required, and that the cost would be very small. There probably is not a single shop in which goods are sold by weight where these simple machines have not been long in use, and it is difficult to understand why they have never hitherto been introduced into the General Post-office.

Despatch of letters and newspapers. — *Weighing machines recommended.* — *Letter dated 30th July 1850.*

32. The

32. The box into which all letters have been indiscriminately dropped, is opened at 3 o'clock P. M., that letters intended for Madras local delivery may be taken out, and sent by the letter-carriers with the afternoon delivery of the Mofussil mails. A memorandum is made of the number and postage of the letters taken, and the box is again locked. About 5 o'clock the remaining letters are taken out, and given over to the sorters, who on a table sort them according to their destination, into nine* heaps, one for each of the principal lines of the dâk, and one for Calcutta. The time occupied in the first sorting might be entirely saved by the simple contrivance of dividing the box into which all the letters are put when first posted into 10 compartments, each having a corresponding slit in the lid: one for Calcutta, one for Madras local delivery, and one for each of the principal dâk lines. Letters being then at once put into the compartment assigned to the route on which they were to travel, would be found ready sorted when the box was opened, and the present process would be no longer necessary. The letters having been classed according to their intended routes, are made over to the checkers, who in their registers note down the number for each route, and the amount of postage, paid or bearing, according to their weight and destination. When thus checked the letters are again given over to the sorters, by whom they are transferred to the despatch department, when they are a second time checked, by the assistant despatcher, and then sorted on an open table, according to the stations to which they are to be forwarded. As there are eight principal routes, and only six despatchers, and six assistant despatchers, the letters for the Bombay and Sattarah lines are sorted by one despatcher, and those for Calcutta and Chitterpore routes by another, while the Agra, Tanjore, Quilon, Cannanore, and Calicut lines have each a separate despatcher. The letters having been thus sorted according to the stations to which they are to be forwarded, are entered in an abstract register by the despatcher, as told off to him by his assistant, and from these registers are afterwards made the entries in the original and duplicate chellauns. The despatcher and checker then compare their respective registers, and ascertain if the entries in each, of the number of letters and amount of postage, correspond; the shroff compares his money receipts with these double registers. A report is made to the manager of the amount collected, which is at once transferred to the cash chest. The only change I would suggest in this branch of the business, besides the abolition of the duplicate chellaun, which has been recommended in our general report, is an imitation of the system followed in the General Post-office at Bombay, where, instead of one table for all, each despatcher is furnished with a separate table, and a pigeon-holed frame, one hole being appropriated to each post-office on the line; into which letters having once been sorted cannot again become mixed together, and are registered and packed with order, regularity, and speed.

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Letters for local delivery.

Sorting.

Reform of present system suggested.

Checking.

Despatching.

Money check.

Reform in final sorting.

33. In the banghy department registers are kept and checks are taken; the former are kept by the despatcher and the latter taken by checkers. On each parcel being brought to the office, it is weighed and charged by the banghy receiver, its weight and postage are marked upon it, and the particulars entered in his register; the receipt of parcels ceases at 4 o'clock P. M., when all that have been posted are made over to the despatcher, who re-weighs such of them as he has any doubt about in the same scales as were used by the receiver, and then takes them to another pair of scales, and again ascertains their weight prior to their being finally despatched. The time wasted in this threefold process, carried on as I have above described with ordinary scales and weights, is very considerable, insomuch that on one evening when I attended the office throughout the whole duty, although only 39 parcels were posted for despatch, three hours were consumed in weighing, registering, and packing them; and the mail, which was closed at 4 o'clock, was not despatched till 7.

Banghy despatch.

Steam.

34. As from the moment when the signal guns announce the approach of the steamer, the whole community is in anxious expectation of their letters, and despatch is consequently of more than ordinary importance, I shall under this head describe with some minuteness the process followed on the arrival of the Overland mail, and give the time which each part of the process occupies, suggesting, as before, certain reforms of which it appears to me to be susceptible. In July last the steamer arrived in the roads before daylight, the mail-boat left the vessel at 6 o'clock, and the mail reached the General Post-office in bullock carts, drawn by three men each, at a quarter past 7. In September the signal guns fired at a quarter before 6 A. M., the vessel anchored at a quarter past 6, the first boat from the shore was alongside as she anchored, and the mail-boat in five minutes afterwards; the mail left the vessel at half-past 6, and reached the General Post-office in bullock carts, drawn by men, at 20 minutes past 7. In October passengers from the steamer had landed, and were at the General Post-office inquiring for letters before the mails had arrived.

Steam letters.

Time occupied in landing the mails.

35. There can exist no good reason why the mail-boat should not be alongside as soon as any other boat; her not always being so arises probably from the absence of any stipulation to this effect in the contract between this office and Captain Gubb, and of any penalty for failure on his part. This has been already noticed when considering the complaints made by the merchants of the delay in the receipt of their ship-letters. A penal clause in the contract would probably ensure, in future, that no boat should outstrip the mail-boat; and it should be a general rule, that she should pull for whatever part of the shore she can the soonest

* Calcutta, Chitterpore, Agra, Bombay, Sattarah, Cannanore, Calicut, Tanjore, and Quilon.

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Carts for the conveyance of the mail to the General Post-office.

soonest reach; for, with the strong currents to which the Madras roads are always subject, time is often lost by boats having to make for any particular point of the land. Wherever the mail is landed, a light four-wheeled cart drawn by a pair of horses should be waiting to transport it in the shortest space of time to the General Post-office; a man on the box, distinct from the driver, being provided with a bugle with which to give warning along the road, and particularly at the entrance of the Fort, that nothing may obstruct the passage. It is humiliating to see the Overland mail reach the office as it does at present. All the machinery that science and art combined can supply has been at work, from the Post-office in London to the Madras roadstead, to hasten the intercommunication between England and India; the comfort of nearly 200 passengers has been sacrificed to the speed of the mail, and expense has been utterly disregarded. All this energy, all science and all art, cease at once when the anchor is dropped at Madras; important despatches to a great and powerful Government, thousands of private letters of deep and absorbing interest to the whole community, accounts of mercantile transactions on which whole fortunes may depend, the public prints with the news of the whole of Europe, all sink at once into nothing; and for the first time, in the transit of 4,000 miles, the mail halts in its progress, and every interest and every consideration give way to a small economy. In Bombay the mail is landed almost at the door of the Post-office, and horse conveyance would but impede its progress; in Calcutta two large covered vans wait at the river ghaut to convey the boxes with speed to the office; and probably in no civilized nation in the whole world could now be seen so remarkable a sight as Madras exhibits, when her portion of the Overland mail from England is slowly and hesitatingly drawn on a bullock-cart by three miserable coolies, attended by a single post-office peon, who with voice, gesture, and uplifted arm, vainly endeavours to urge the men beyond their matched strength. I shall not waste the time of the Government by enforcing so necessary a reform; but taking it for granted that a proper conveyance will be provided for the mail, only further remark that I would not recommend the adoption of the kind of van now used in Calcutta; it is very heavy and cumbersome, is needlessly covered in at the top and all round, and must take long to pack and unpack, as all the boxes can be put in and taken out at one end only. The fittest conveyance would be a light four-wheeled cart, with rails instead of panels, the sides made high enough to retain the boxes, and of length and breadth sufficient to allow of 16 mail boxes being placed in two rows on its floor. A double tier of boxes so placed would embrace the ordinary mail, and even a third tier placed above them would not make the cart top-heavy.

Weighing the boxes in gross.

36. The first thing that is done after the arrival of the mail at the General Post-office is to weigh each individual box in bulk, and no box is opened until its gross weight has thus been ascertained and registered. On the first occasion of my witnessing the ceremony it occupied 15 minutes, and on the next 20 minutes. Some of the boxes are of iron, some of wood; some of them are large and some are small; some are full of letters, others of newspapers; and some, not being filled with either, have waste papers put in them to prevent the friction of their contents. The system originated with the present Postmaster-general, and as I could not of myself comprehend what useful end was served by thus obtaining the gross weight of boxes of different sizes and manufacture, and with very different contents, I asked Mr. Brown the object of the proceeding. He at once informed me that the object of weighing the boxes was "to know their weight;" and on my further asking what object he had in ascertaining that, he replied that "it was a custom of the office, and the object was to know if the mail was increasing or decreasing from year to year." I recommend that the system be immediately abolished.

Reply to Query 10.

Reply to Query 11.

Extraction of letters for privileged parties.

37. The boxes having at length been opened, the whole of the letters are given over to a number of clerks in order that they may select those addressed to particular individuals, privileged to receive their letters before the rest of the community. On the days on which I attended the opening of the mails, the letters of the following persons were thus extracted from the general mail; viz.

Sir Henry Pottinger, Bart., G. C. B.	A. F. Bruce, Esq.
Sir George Berkeley, K. C. B.	Lady Stonhouse.
Captain Sapte.	Captain Drury.
Mrs. T. Pycroft.	Mrs. Young.
Lady Burton.	Major Forbes.
The Bishop of Madras.	Major-general Sewell.
Major Young.	D. Eliott, Esq.
Sir C. Rawlinson.	Miss Burdin.
J. Sim, Esq.	Lady Montgomery.
Lieutenant-colonel Brown.	T. Pycroft, Esq.
Captain Hay.	J. F. Thomas, Esq.
R. Woosnam, Esq.	Sir T. V. Stonhouse, Bart.
Sir H. Montgomery, Bart.	

The letters thus collected are placed on a table by themselves, and, with the newspapers for the same privileged parties, are made into separate packets; an account is taken of the postage due on those which have come bearing, and they are then either sent out by the peons of the department, or more generally given to the hircarahs in waiting to receive them; no packet for any other person, although ready for delivery, being allowed to leave the office until all letters and papers for the Governor have been despatched.

38. Difference

38. Deference to high station has always been a powerful feeling in India; but the list above given is so large, and contains the names of so many un-official persons, that it was difficult to understand on what principle it had been prepared. I therefore requested the Postmaster-general to inform me by whose authority it was that the parties named in it were favoured above the rest of the community. Mr. Brown replied that "it was an old custom of the office, and a mere piece of civility." Mr. Underwood, however, denied that the practice obtained during his tenure of office, and it certainly is not a practice, which it is at all desirable to continue. All exclusive privileges connected with the post have long since disappeared in England, and the present Commission has recommended that franking shall also cease in India. There are certainly many reasons for granting to high station in this country more external ceremony in the eyes of the public generally, than would be consistent with the more refined tastes of European society; but these external marks of rank and station should be so selected, as to raise the privileged individuals, without at the same time depressing the rest of the community; if additional facilities and advantages are to be given to rank, they should be such as can be given without any detriment to the convenience of the rest of society. Now the whole remaining portion of the community suffers delay in exact proportion to the increased celerity with which the process above detailed supplies the letters of all in the privileged list. The system has no existence in the other Presidencies; it is founded on no rule but that of custom; it is opposed to the spirit of the times; and ought, in my opinion, to be at once abolished.

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Reply to Query 12.

Reply to Query 165.

Abolition of exclusive privilege recommended.

Alphabetical sorting.

39. This first or preliminary process having been gone through, the paid letters are stamped and sorted alphabetically into two large boxes, partitioned off according to the letters of the alphabet; the boxes are placed on the ground, on each side of a narrow passage formed by the wall of the room and the large sorting table; the clerks employed are constantly in each other's way; time is lost by each man having to go from end to end of the boxes, and by the letters often falling into partitions they were not intended for. The letters are then examined, that the Mofussil letters may be separated from those for local delivery; although the former are not required until the evening dâk is despatched, and although it is obvious that, if the local letters are delivered, the Mofussil letters will remain without the necessity for their being first separately abstracted. Finally, the letters are again examined, that all packets for mercantile firms may be extracted; and the remaining letters are tied up in bundles with their alphabetical letter on the top, and placed on a table ready for delivery to applicants. I have elsewhere stated the average number of letters which, under this process, each man sorts in a minute; the whole arrangement is clumsy and ill-digested, and under better management several parts of the process might be conveniently performed at once. With this view I would suggest the preparation of wooden frames divided into as many compartments as there are letters in the alphabet, with an additional compartment for the letters of mercantile firms; and, if the distinction be considered necessary, another for such individuals as may be entitled to a prior delivery; the frame should be open on each side, so that two clerks sitting opposite to each other, with the frame on the table between them, may quickly, and without interruption, each sort a separate bundle of letters, throwing on one side all letters for the Mofussil. All the sorting clerks being thus simultaneously employed, the whole number of letters would be sorted in the time which the sorting of only one bundle would require; and all the letters under each alphabetical letter being combined from the several frames, the process would be complete at once.

Reform suggested.

Bearing letters.

40. The bearing letters are received in packets separate from those which are prepaid, and are accompanied by an invoice or bill of postage, due to the London General Post-office; they are stamped and charged, and checked, with regard to their weight and postage, and compared with the invoice received from England; then the Madras letters are separated from those for the interior, are alphabetically sorted and registered. The head clerk of the bearing department takes charge of these letters, giving his acknowledgment by affixing his signature to the register, and they also are then tied in bundles, and are placed ready for delivery.

Window delivery.

The windows of the General Post-office, which have been hitherto closed, are now thrown open to the public, and the delivery of letters commences. It is not easy to describe the scene of confusion which ensues, nor to understand how any business can be transacted in the midst of the noise which prevails, the whole arising from a want of management, authority, and order. Almost every individual in Madras, who expects to receive packets, has sent his peon or servant with a written demand for his letters; some, as we have seen above, provided with several such demands. Each man strives and struggles to push his way to the windows, and the whole, whether near or far, never cease loudly calling out their master's names. In the interior of the office, although the noise and confusion are less, order and regularity are hardly more preserved, and despatch and celerity are matters little thought of. Four or five of the clerks take the notes from the hands of some impatient peons, and leisurely look out for the letters demanded, much time being lost in searching even for the packet they require, as no system is followed of the packets under particular alphabetical letters being delivered at a particular window, or by a particular clerk; so that the packet A. is at one time at one end of the table and at another time at the other end, and among the many packets on the table the one required at the moment is often not readily found. The delay and uproar may be imagined, when I mention that on one occasion I timed a gentleman's servant, and found that he had waited for his letters 35 minutes, and had never ceased during the whole of that time loudly to proclaim his master's name. The above account applies both to the paid and bearing letters; but as the latter are less numerous, the confusion

Window delivery of bearing letters.

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fusion is also less; although, from the necessity of accounts being kept and money paid, the delay is somewhat greater. I have already said that the bearing letters, after being sorted are registered, and made over to the clerks in the bearing department, who give an acknowledgment of the amount of postage due. [illegible] certain sum of money, they again register [illegible] applicants pay their postage at once, othe[illegible] for what is due, and have their request, although most irregular, complied with, another account is rendered necessary that no loss may be sustained by this system of credit. Two hours are generally occupied with the window delivery, and all letters not then distributed are a third time registered, sorted into the letter-carrier's beats, and given over to them for delivery; and as they now become answerable for the postage on the bearing letters, they have to make a fourth registry of such letters before they leave the office. The noise and confusion which has gone on above, is, if possible, redoubled below, where numerous parties attend to receive the letters, either for themselves or their employers, from the hands of the delivery peons.

Letters not delivered at the windows.

Newspapers.

42. Newspapers received by the steamers are first of all sorted, those for the Presidency being separated from those which are to proceed by dák; the former are then again alphabetically sorted for delivery, and it would seem an easy matter to combine these two proceedings, and to let the alphabetical sorting be made as the papers for local delivery are separated from the others. The newspapers for the Mofussil are then re-directed, and thrown into a heap; thirdly, they are charged; and fourthly, sorted according to the route on which it is intended to send them; the second process of re-directing, and the fourth process of sorting, might apparently be very conveniently united, to the great relief of the establishment and the saving of important time.

Reform in the sorting recommended.

Reform in the window delivery suggested.

43. I have above recommended a more combined and a quicker method of sorting the letters than at present prevails, and I shall now add the few suggestions which have occurred to me for remedying the defects of the present system and accelerating the transaction of business. No one can attend the opening of the Overland mails at Madras without observing how essentially some directing head is wanted, and the presence and exercise of some strong authority is needed. The Postmaster-general certainly does not consider that this is a duty which comes within his own peculiar province; he has not apparently delegated his authority to any of his subordinates; there is no controlling power to which all may look for guidance; and noise, confusion and delay are the inevitable results. On the first occasion of my attending the arrival of the mail, the Postmaster-general was present in the office about five minutes; on the second he was not present at all until the business of the day was past, and the letters were gone out for delivery; and, on the third occasion, his presence was again limited to the few minutes necessary to obtain his own share of the mail. In addition to more direct and efficient superintendence, a better regulated system of window delivery should be adopted. Instead of the letters, when alphabetically sorted, being placed without arrangement on a table and delivered to applicants, now at this window and now at that, it would be a far better plan to apportion the letters alphabetically to particular windows of the office; to nominate distinct clerks to each window; and not to deliver letters to any individual whatever, at any window but that to which they had been already apportioned. A separate window could be allotted to mercantile firms, and the arrangement made should be notified by the alphabetical letters allotted to each window being conspicuously painted over it. A wooden gallery should be erected on the north side of the office, which would double the number of windows at which letters could be distributed, and a second staircase should be constructed, so that those departing with their letters should not impede the crowd still pressing to the office. The police should be in attendance to maintain order, and at once to remove any individual who attempted to make the gallery of the Post-office the bear-garden which it now too often is.

New plan adopted lately.

44. On the 16th December 1850 the Postmaster-general published in the "Gazette," a notice to the public, requesting all who wished to receive their steamer letters at the windows of the General Post-office to send previous notice of their wish, and informing all who did not do so, that their letters would be sent out for delivery at their residences by the letter-carriers; the declared object of this arrangement being to hasten the departure of the letter-carriers on their beats, and to expedite the delivery of letters. The new arrangement had not come into operation when I proceeded to Calcutta; but I understood that the plan to be followed was, that as soon as the mail boxes were opened, their contents were to be made over to the 40 letter carriers, to be sorted according to their respective beats; attention being had to the previously recorded instructions of those who intended to send for their letters, the alphabetical sorting of which was to proceed after the first sorting by the letters had been made. I am not aware how this plan has answered in practice; but there was room to fear that, although under its operation the letter-carriers might leave the office earlier, the window delivery would be retarded; and that its only practical result would be, that those who are anxious for their letters sent to the office for them would receive them later, while to those who were careless upon the subject the receipt of letters would be accelerated. As about one half, also, of the whole mail consists of letters for the Mofussil, these, unless previously carefully sorted from the rest, would be carried all over Madras, and not forwarded to their destination until returned to the office after some days' delay, marked as "Not found"

Its probable failure in practice.

ACCELERATORS

ACCELERATORS.

45. I have above recommended that a conveyance more speedy than a bullock cart and coolies should be provided for the transport of the Overland mails from the beach to the General Post-office, and I would now beg leave to suggest that some similar means should be adopted to expedite the delivery of letters by the letter-carrying peons. The General Post-office delivery embraces Guindy, Sydapett, and all the Adyar district on one side, distant from the Fort from six to seven miles; all Chetpett, Kilpuk, and Perambore, distant from four to five miles in another direction; and the houses in and beyond Royapooram, from three and four miles distant, in a third direction. Separate letter-carriers are detailed for each of these districts of the Presidency, whose duties do not commence until they have reached their respective beats, and who are consequently from an hour and a half to upwards of two hours on the road before they can enter on the duty of distributing their letters; and as the distance of their beats from the General Post-office renders it impossible for those who have delivered the letters of the morning mail to return and undertake the distribution of the afternoon delivery also, a double set of letter-carriers is entertained, one for the morning and one for the afternoon delivery, for all the following beats:—Mount-road, first Adyar, second Adyar, Poonamallee-road, Royapettah-road, Nungumbaukum-road, St. Thomé-road, Triplicane, Egmore-road, Vepery-road, Perambore-road, and Royapooram-road.

46. It is very probable that under proper management and with good arrangements half of the number of peons appointed to each of the beats named above would be sufficient for the duty, if they were driven to the scene of their labour in accelerators, and meeting at some central point at a certain hour were again driven to the General Post-office to receive the letters of the afternoon mails. This is, however, a part of the question which experience only can fully determine, and on which the Postmaster-general must be consulted; but whether the whole reduction in the number of letter-carriers proposed, or whether any reduction at all can be made or not, I am still of opinion that accelerators should be introduced, and the correspondence of the community no longer delayed, while a man proceeds on foot, through the heat of the day and through the many temptations to delay which a crowded bazar may hold forth, for distances varying from three to seven miles. Three light four-wheeled carts, constructed so as to hold five persons besides the driver, would be all that the service of the Presidency would require; since the Black Town, although populous, is near the General Post-office, and but little time would be gained by driving the letter-carriers to its entrance, and Royapooram, although distant from the Fort, has the services of but one man out of the whole number of 40 letter-carriers. Therefore the 13 men who deliver in the Fort and Black Town, and the two who deliver morning and evening in Royapooram, may be left out of consideration; and it is necessary to provide conveyance only for the 22 men who deliver, 11 in the morning and 11 in the evening, in the distant districts; and the three whose scene of labour, though nearer than the above, is still far from the General Post-office. Of the three carts which I have above supposed to be needed, one would therefore convey the letter-carriers for Triplicane, Royapettah, St. Thomé, and the Adyar delivery beyond the Elphinstone-bridge. The cart proceeding up the Mount-road, and dropping the first man at the Circular Tunnah at the entrance of Triplicane, then passing by Waller's stables and dropping another man in Royapettah, would proceed direct to the Elphinstone-bridge with the peon for the Adyar, post the St. Thomé-tank, where the peon for that district would alight. Allowing ample time for the delivery of the letters and the refreshment of the peons and cattle, two o'clock might be fixed on as the hour at which the letter-carriers should re-assemble at the receiving-houses of St. Thomé, Royapettah, and Triplicane, whence they would be driven to the General Post-office in time for the second delivery, on the duties of which they would again be driven as before; and the cart on its second return would call again at each receiving-house at half-past five o'clock, and, picking up the letter bags, would take them rapidly to the General Post-office; thus affording the public the great advantage of an extra hour and a half in which to post their letters, and rendering unnecessary one of the peons entertained at the Vepery and Royapettah receiving-houses.

Three required.

Line of first accelerator.

47. The second accelerator should proceed direct up the Mount-road, casting off its first letter-carrier at Messrs. Franck or Messrs. Richardson's shop, for the Chintadrapetta delivery; its second for the Mount-road delivery, at the first house at which he had any letters to deliver; its third, at the head of the road leading down to the Club; its fourth, at the Cathedral for the Nungumbaukum district; and its last near the Cenotaph, for the second Adyar delivery, or the houses ranging from the Sudder Court to Mowbray's Garden and its neighbourhood. Arrangements similar to those suggested for the first line of road might be adopted for the reassemblage of the peons at a fixed hour, and their conveyance in the accelerator again to the General Post-office. The third cart would be conveniently employed in following a line which should first convey to his beat the letter-carrier for Paneyamootoo, the Bazar on the north side of the road leading from the Black Town to the Scotch Church; second, the letter-carriers for Vepery and Perambore; and third and fourth, those for Egmore and the Poonamallee-road, arranging as before for their re-conveyance to the Fort, and calling in the afternoon for the bags of the Vepery receiving-house.

Line of second accelerator.

Line of third accelerator.

48. I have thought it necessary to enter thus far into detail in exemplification of the system recommended. It is very probable, however, that improvements on the lines suggested may occur to the Post-office department, and that actual experience may in other ways tend to modify

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modify the plan. To that department also must be entrusted all detailed arrangements, and the determination of the question of expense, and whether the scheme would be more likely to answer the desired end if conducted direct by the department, or contracted for with individuals. It is by no means improbable that the stable-keepers of Madras, who have at all times a great number of horses at liberty, would be willing on reasonable terms to undertake the duty of horsing and driving the accelerators.

Their expense.

49. That some expense will be incurred is probable; but it is hopeless for any one to endeavour to accelerate the working of a notoriously slow office, to fulfil the reasonable expectations of the public in expediting the receipt of letters, to infuse into a department of the Indian Government, unreformed for years, any of the vigour, despatch and animation which so essentially characterise the post in Europe, and to remove from Madras the stigma of being often the last in the race of improvement, if the non-incurring of any expense is to be a fundamental rule of action. Accelerators have been for some time in use in Calcutta, and the Commissioner for Bengal will, I believe, recommend the increase of their number; there, the distances are not nearly so great as in Madras, and it would be difficult to assign an adequate reason for driving the letter-carriers two miles in Calcutta, and forcing them to walk seven miles in Madras. The post is a department which, above all others, must keep pace with the growing requirements of society, and people will not contentedly remain without improvements which have been elsewhere successfully adopted, for no better reason than a consideration of a few hundred rupees a year, particularly when a similar outlay has been already cheerfully made, where the need for it is less apparent.

In use at Calcutta.

Receiving Houses.

Number of Letters posted in July 1850.

Royapettah	2,755
Vepery	3,293
Black Town	7,615
Triplicane	4,033
	17,696
Average	4,424

50. There are five receiving houses attached to the General Post-office, situated at Triplicane, Royapettah, Vepery, Black Town, and St. Thomé. The last having been established only just before I went to Calcutta, I have had no means of ascertaining the extent to which it is used by the public; but the utility of the others is attested by the fact, that from 2,700 to 7,600 letters and papers are posted at each of them in every month.

Establishment.

51. The establishment at each is as follows:

1 Writer, at *Rs.* 20,
1 Ditto at „ 14,
2 Peons at „ 7 at two receiving houses, one only at the others;

and the expenses are further raised by a monthly allowance of *Rs.* 4 for contingencies, and of *Rs.* 2 for house rent. This establishment is larger than is entertained at Bombay, but the duties performed are somewhat different in the two Presidencies; at Bombay the receiving houses are open from 11 A.M. till 4 P.M., and the letters posted are sent to the General Post-office after the last-named hour, so that no letter posted for local delivery is actually delivered until the day following that on which it was posted, and one writer is able to perform the whole of the duty. At Madras the receiving houses are open at seven o'clock in the morning, and letters posted at any one of them before eight o'clock are sent to the General Post-office, whence, if for local delivery, they are sent out with the letters by the morning mails, at the usual hour of nine o'clock; thus affording the public convenience of a quick delivery by local post, and necessitating the employment of a second writer, if the receiving house be kept constantly open from 7 A.M. till 4 P.M. But the necessity for this continuous receipt of letters is not apparent; and although it would be very inexpedient to diminish public facilities, and to open the office at an hour later than is usual now, it would probably be inconvenient to no one if the receiving house temporarily closed at eight o'clock, when its first despatch of letters was sent to the General Post-office for the morning delivery, and re-opened at noon for the continuous reception of letters till half-past five o'clock. This would allow the writer ample time for his meals, and render possible the abolition of the second writer's office; affording a reduction of *Rs.* 14 at each of the receiving houses. The early hour of four o'clock, at which receiving houses now close, is a source of much inconvenience; at the precise time at which in the natural course of business the greater part of the community would be writing letters connected with the transactions of the day, the post-office which has been established in their neighbourhood expressly for their convenience, closes its doors, and they are obliged either to delay their letters until the following day, or to send them to the General Post-office, with the loss of all the advantages a branch office was intended to afford. If the bags were picked up by the return accelerators, as I have elsewhere proposed, no inconvenience whatever would result from affording the public the great additional facility of keeping all receiving houses open till half-past five o'clock. Of the two peons kept at each of the offices situated at Royapettah and Vepery, one would still be necessary to convey the letters to the General Post-office in time for the morning delivery; but if accelerators are henceforth introduced, and are to call at each receiving house for the bags in the afternoon, the services of the second peon will be no longer wanted, and his salary of *Rs.* 7 per mensem also will be saved.

Hours of opening.

To be kept open to a late hour.

Discontinuance of contingent allowance.

Reduction of establishment.

52. I would further recommend the discontinuance of contingent allowance. The letters are not sorted or made up into packets requiring wax-cloth covers, and paper on which to keep the postage accounts is all that is required, and that can be most conveniently supplied from the General Post-office itself. This would make a total reduction in the expenditure on

on this account of *Rs.* 86* per mensem, and would enable the Government without compunction to afford similar accommodation to other populous localities now greatly in want. Taking 4,400 letters as the average number posted at each branch office in a month, it appears that an average of upwards of 146 letters are daily thus posted at each; and, allowing that more than one letter is sometimes posted by a single individual, it is probable that the establishment of each receiving house obviates the necessity for a walk to the General Post-office to at least 100 persons daily. If it be true, also, as is now very generally believed, that increased facilities in themselves tend to increase correspondence, it may be assumed that many of the letters posted at the receiving houses would not be written at all were the present facilities for posting them not in existence; and we may therefore fairly look to the postage collected at each as a reimbursement of the expenses of its management, and are not to imagine that the same amount would be received at the General Post-office if the receiving houses were not at work. The smallest sum collected at one office in a month was *Rs.* 162, and the largest sum *Rs.* 437. The total at the four branch offices was *Rs.* 976, giving an average of *Rs.* 244 for each, to meet an expenditure of only *Rs.* 59.

	Rs.	*a.*	*p.*
Royapettah - - - -	199	7	6
Vepery - - - -	162	13	1
Black Town - - -	437	5	2
Triplicane - - -	137	5	6
	976	15	3
Average - - *Rs.*	244	3	9¾

Additional receiving houses.

Letter to Commissioner, dated 23d November 1850.

53. I consulted the chief magistrate of Madras regarding the wants of the community in this respect, and as to the most eligible places, as regards the population of the several districts of the Presidency, for establishing additional receiving houses. Mr. Elliot suggested that a post-office at the junction of the Nungumbaukum-road, near the Cathedral, would be a great convenience to the native inhabitants of the villages of Nungumbaukum, Tanampett, Vellala Tanampett and Alwarpett, as well as to the Europeans residing in Nungumbaukum, the Mount-road as far as the Cenotaph, and those living on Pows road leading to Sullivan's Gardens. He also suggested that it would be highly desirable to have a post-office in the northern part of Perambore, near Compton's Tannah, for the villages of Perambore, Choolay, and Vyasapandy, which would at the same time be a particular boon to the regiment quartered at Perambore. Mr. Elliot further said, that a post-office was particularly required in the north of Black Town, for the villages of Royapooram and Vanarapett, to be placed in the most centrical point in the neighbourhood of the Stone Choultry, as a great convenience to many rich natives who have houses in Vanarpett, and to a large and most respectable population of Europeans and East Indians, as well as natives employed in business, who reside at Royapooram. A fourth locality was named by the chief magistrate, near the Lunatic Asylum, for the convenience of the inhabitants of Amjecanay, Kilpauk, and the southern parts of Persewakum, as well as for the Europeans residing on the Poonamallee road; but as the state of the population in that direction does not make the question so important as in the former cases, I forbear to press the point at present.

	Rs.
1 Writer - -	20
1 Peon - -	7
House Rent -	7
Total - *Rs.*	34

54. The establishment of these additional receiving houses in the localities named above, with the establishment noted in the margin, would cost per mensem *Rs.* 102, to meet which is the sum of *Rs.* 86, which I have proposed above should be reduced in the expenses of the branch offices at present at work; to which must be added the reduction which may be practicable at St. Thomé, the receiving house in which district, owing to its recent establishment, is not included in any of the returns furnished me from the General Post-office. Any trifling expense which the new offices might entail, in excess of these reductions, must be considered as no more than is due from the Government to meet the wants of an increasing population, and the growing advance of the people in education and intercourse. When the sites of these new branch offices are fixed, arrangements must be made by the Post-office department, similar to those already recommended in detail for the offices at present existing, for the conveyance of the letters every day to the General Post-office by accelerators. The introduction of an universal rate of postage, the use of stamps, and the abolition of money-payments, will make it easy to open still wider the accommodation afforded by receiving houses; letter-boxes will be kept at the club, at the principal shops, and at all places of public resort, the contents of which will daily be called for by the accelerators on their return to the General Post-office, under the system detailed in our general report on the post.

(True Copy.) *H. Forbes*, Commissioner.

EXTRACT from REPORT of *Madras* Postal Commissioner to the Government of *Fort St. George*, dated 23d April 1851.

MOFUSSIL MANAGEMENT.

55. In the Mofussil of the Madras Presidency there are 130 post-offices † under the control of 30 postmasters. The resident at Travancore is postmaster in the Rajah's country, the collector and magistrates of South Arcot, Canara, Chingleput, Coimbatoor, Cuddapah, Ganjam,

	Rs.
* 4 Writers, at *Rs.* 14 - - - - - - - - - -	56
2 Peons, at „ 7 - - - - - - - - - -	14
Contingent for 4 receiving houses, at *Rs.* 4 - - - - -	16
Total - - - *Rs.*	86

† Exclusive of Palaveram and St. Thomas' Mount, subordinate to the General Post-Office.

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Ganjam, Guntoor, Madura, Malabar, Masulipatam, Rajahmundry, Salem, Tanjore, Tinnevelly and Vizagapatam; the agent in Kurnool, and the joint magistrate in Cochin, hold the office *ex officio* in their respective districts, as do also the staff officers at Mominabad and Hingolee at those two stations; while in North Arcot, Bellary, Trichinopoly and in the Mysore country, as well as at Cannanore, Jaulnah, Hydrabad, Ootacamund, Pondicherry, and Secunderabad, salaried postmasters are employed. Of these, the postmaster at Jaulnah is an officer of the line; at Hydrabad and Trichinopoly the postmasters are officers of invalids; and those at the remaining stations are all uncovenanted servants. The following is an abstract of the whole Mofussil establishment:—

MOFUSSIL ESTABLISHMENT.

		Rs.	*a.*	*p.*		*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*
1 Postmaster	- at	200	-	-	Per mensem -	200	-	-			
8 ditto	- - ,,	100	-	-	,, - -	800	-	-			
1 ditto	- - ,,	50	-	-	,, - -	50	-	-			
									1,050	-	-
1 Writer	- - ,,	60	-	-	,, - -	60	-	-			
2 ditto	- - ,,	50	-	-	,, - -	100	-	-			
3 ditto	- - ,,	40	-	-	,, - -	120	-	-			
9 ditto	- - ,,	35	-	-	,, - -	315	-	-			
11 ditto	- - ,,	30	-	-	,, - -	330	-	-			
1 ditto	- - ,,	28	-	-	,, - -	28	-	-			
23 ditto	- - ,,	25	-	-	,, - -	575	-	-			
1 ditto	- - ,,	21	-	-	,, - -	21	-	-			
91 ditto	- - ,,	20	-	-	,, - -	1,820	-	-			
1 ditto	- - ,,	17	8	-	,, - -	17	8	-			
28 ditto	- - ,,	15	-	-	,, - -	420	-	-			
1 ditto	- - ,,	14	-	-	,, - -	14	-	-			
2 ditto	- - ,,	12	-	-	,, - -	24	-	-			
28 ditto	- - ,,	10	-	-	,, - -	280	-	-			
1 ditto	- - ,,	8	-	-	,, - -	8	-	-			
4 ditto	- - ,,	7	-	-	,, - -	28	-	-			
1 ditto	- - ,,	6	-	-	,, - -	6	-	-			
									4,166	8	-
2 Letter Peons	- ,,	14	-	-	,, - -	28	-	-			
9 ditto	- - ,,	8	-	-	,, - -	72	-	-			
29 ditto	- - ,,	7	-	-	,, - -	203	-	-			
1 ditto	- - ,,	6	8	-	,, - -	6	8	-			
27 ditto	- - ,,	6	-	-	,, - -	162	-	-			
2 ditto	- - ,,	5	8	-	,, - -	11	-	-			
21 ditto	- - ,,	5	4	-	,, - -	110	4	-			
2 ditto	- - ,,	5	2	-	,, - -	10	4	-			
31 ditto	- - ,,	5	-	-	,, - -	155	-	-			
3 ditto	- - ,,	4	8	-	,, - -	13	8	-			
4 ditto	- - ,,	4	-	-	,, - -	16	-	-			
3 ditto	- - ,,	3	8	-	,, - -	10	8	-			
									798	-	-
1 Office Peon	,,	8	-	-	,, - -	8	-	-			
1 ditto	- - ,,	6	-	-	,, - -	6	-	-			
2 ditto	- - ,,	5	4	-	,, - -	10	8	-			
6 ditto	- - ,,	5	-	-	,, - -	30	-	-			
									54	8	-
95 Overseers	- ,,	12	-	-	,, - -	1,140	-	-			
9 ditto	- - ,,	10	-	-	,, - -	90	-	-			
									1,230	-	-
224 Dâk Runners	- ,,	7	-	-	,, - -	1,568	-	-			
84 ditto	- - ,,	6	8	-	,, - -	546	-	-			
485 ditto	- - ,,	6	-	-	,, - -	2,910	-	-			
67 ditto	- - ,,	5	8	-	,, - -	368	8	-			
2 ditto	- - ,,	5	5	5½	,, - -	10	10	11			
,452 ditto	- - ,,	5	-	-	,, - -	7,260	-	-			
10 ditto	- - ,,	4	8	-	,, - -	45	-	-			
443 ditto	- - ,,	4	-	-	,, - -	1,772	-	-			
57 ditto	- - ,,	3	8	-	,, - -	199	8	-			
2 ditto	- - ,,	3	-	-	,, - -	6	-	-			
35 Banghy Runners	,,	7	-	-	,, - -	245	-	-			
10 ditto	- - ,,	6	8	-	,, - -	65	-	-			
145 ditto	- - ,,	6	-	-	,, - -	870	-	-			
28 ditto	- - ,,	5	12	-	,, - -	161	-	-			
22 ditto	- - ,,	5	-	-	,, - -	121	-	-			
129 ditto	- - ,,	5	-	-	,, - -	645	-	-			
3 ditto	- - ,,	4	8	-	,, - -	13	8	-			
66 ditto	- - ,,	4	-	-	,, - -	264	-	-			
									17,070	2	11
					GRAND TOTAL - - - *Rs.*				24,369	2	11

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59. It is part of the plan proposed by my colleagues, that henceforth the Post-office in India shall be one great department, and directed by one individual; that no local Government shall have any communication with it whatever, and that in the Government of India alone shall be vested its patronage and control. In support of this plan it is urged, that as there is but one legislative enactment, one code of rules, and one general system, it is necessary that one individual should see that uniformity of practice is preserved. Secondly, that the want of one competent controlling authority over the whole "has given rise to diversity of practice highly injurious to the public service;" and, thirdly, that as there is but one Postmaster-general for Great Britain and Ireland, so there needs but one for the British Empire in India. That empire extends from Peshawur to Cape Comorin, from Kurrachee to Singapore, and its means of communication are very generally men on foot. The Director-general, if appointed, will probably reside at Simla, and will be expected to exercise a careful supervision over the post throughout Bengal, Madras, Bombay, and the settlements across the bay. I am quite unable to see any analogy between this position and that of the Postmaster-general in London, the utmost limit of whose control may be reached in a few hours by the rail, and whose orders may be conveyed in a few seconds by the telegraph, the furthest point of whose administration is, in fact, less distant from his office than is the north of Canara from the south of its adjoining province of Malabar. This Director-general, though he may be selected from any Presidency, can belong to only one; and yet, in his hands, it is proposed to vest the power of confirming or annulling the appointment of every dâk writer, in every part of India, to make which power of any value it must be presupposed that he is personally acquainted with the merits and demerits of all the candidates for office. India, it is true, is one empire, but no single code of laws has yet been enacted for the government of its diverse races. The judicial system differs in each Presidency, the revenue administration varies, and even its financial accounts, in which, if in anything, uniformity would be practicable, are kept on a totally different plan under all the different Governments. Diversity of practice in detail there probably has been, and in the peculiarities of the Government of India such diversity must ever be; but I certainly am not aware of any difference which "has been highly injurious to the public service;" nor do I conceive that the Government of India will be willing to purchase exemption from the few references occasionally made on postal questions, at a cost of *Rs.* 50,000 a year. It is my opinion that, in this straining after uniformity of practice, we shall lose not only the object we profess to have in view, but all effectual control also; that the utmost endeavours of the Director-general will fail to attain his end; and that his entire ignorance of the requirements of at least two-thirds of his charge, and the immense distance from which he will exercise control, will make his interference an unmixed evil wherever it shall be exercised. The office will cost the State annually half a lac of rupees, and will be either mischievous or a sinecure. I am also, as a general principle, opposed to the system of centralization which the proposition involves. It has of late years been imperceptibly gaining ground, and the Government servants in the provinces have acutely felt, by the diminution of their own authority, how, by slow degrees, all power is centering at the Presidency. This proposition is a great extension of the evil; and I am unable to see how, when all other departments have suffered from the minor evil, its exaggeration should be beneficial to the post. It is not necessary for me to point out to the Government the many inconveniences which would result from removing from its hands all the patronage of, and all the control over the post, a department which, in England, is considered to be so intimately connected with the Government, that its chief is always changed with the Ministry; nor need I enlarge on the anomalous position in which many of its servants would be placed when owing, in matters of detail, a double allegiance to Simla and Madras. But as the proposition will go before the Government as made by the Commission of which I am a member, I am bound in honesty to record my disapproval of its every part.

Outline of Plan proposed by the Commissioners of Bengal and Bombay.

That there should be a Director-general of the post for all India; that the Director-general, the Postmaster-general, and the postmasters at all the Presidency towns, should be appointed by the Governor-general in Council; that the writer of each principal dâk office should, with certain exceptions, be a deputy postmaster, corresponding direct with the Postmaster-general, the Accountant-general, and other departments; that a line of road from 500 to 600 miles in length should be under an inspector or postmaster, whose duty it should be frequently to pass along it, inspecting the runners and the dâk offices, and to send a weekly diary of his proceedings to the Postmaster-general; that, subject to the approval of the Director-general, all the patronage of the department should be in the hands of the Postmaster-general, who alone should have power to dismiss and appoint; and that a gradation of offices should be established over the whole Presidency.

Postmasters, whether covenanted or uncovenanted.

60. The question next arises whether the *ex officio* or the paid postmaster is the better agency; or rather, to state the question more fairly, whether the covenanted or the uncovenanted officer best controls the dâk. On this question also I hold an opinion contrary to that entertained by the Commissioners for Bengal and Bombay; but while I freely grant that the system which they advocate may be the one best suited to the wants of the Presidencies which they represent, I am so convinced that it is ill suited to Madras, that I cannot consent to recommend it. The system of the Government of these provinces places all power and authority in the hands of the collector and magistrate, and in proportion as he takes and shews an interest in each particular department of his duty, will the efficient working of that department be conspicuous, and *vice versâ*. The duty of opening out new communications, and of repairing or making roads, has in some instances attracted the chief attention of a collector; and the result has been to place the district he administered in advance of every other. A similar impetus once given by local authority to bridge-building by public subscription, led to the erection of works which have scarce a rival in Southern India. Let it once be known in a province that the collector is warmly interested in great works of irrigation, and stupendous dams are erected in half the time which the most sanguine engineer had ventured to predict as possible. Some devote their peculiar attention to their revenue duties, and the kists are punctually collected; some to police, and gang robberies disappear; and

Salem, Madura, Tinnevelly, Tanjo

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and occasionally some gifted man will appear whose mind and energies can grasp all points at once, and the province which enjoys the blessings of his administration will stand out as a model for imitation in every department of Government.

Post under collector's control.

61. The post is no exception to this general view: wherever it has been an object of the careful attention of the collector, there the dâk has travelled quicker than in any other direction; and where the rate of speed has been the slowest, there the dâk has received but little notice from the controlling authority of the province, or has been altogether removed from his hands, and placed under uncovenanted control. Self-interest acts at all events as strongly in the minds of the native establishment of the collector as in all other positions, and all other relations of life; the bent of his mind is very narrowly watched by all his tehsildars and subordinates, and they build all their hopes of advancement and success upon the degree in which they may be able to evince their own activity in forwarding their master's views. No runner shall be absent from his post, no ferry boat shall want repair, no nullah be without a temporary bridge, when the delay of the dâk is certain to attract the attention of the collector, and bring down upon the nearest authority a censure for want of vigilance to obviate such simple obstructions; and the dâk runners will be also themselves fully sensible that in his local establishment, his peons and duffadars, his constant locomotion and personal intercourse with all ranks and all classes, the collector has the readiest means at hand to ascertain the truth of all excuses, to investigate the circumstances of all complaints, and discriminate between the active and the idle; to reward the one, and sternly to punish the other.

Post under uncovenanted control.

62. The uncovenanted postmaster, on the contrary, is utterly powerless and helpless beyond the limits of his own immediate station. Over the writers of his office he may exercise control at will; and if the patronage be in his own hands, enforce obedience to his wish; but once outside his office, his power and authority are gone; on the road, no one would recognise him; few probably would understand him. The tehsildars and the talook authorities would certainly decline at his request to postpone their other duties, which they would, and with truth, assert to be of no less importance than the dâk. To endeavour to find any one of them disengaged would be a very hopeless task, and he would be utterly unable to enforce the presence of any parties he might wish to interrogate, to ascertain the truth of the various stories that would be told to him; could not procure a carpenter to put a single nail into a ferry boat, or prevail on the head man of any village to expedite the dâk by giving aid to the crossing of a nullah. Whatever the uncovenanted postmaster required he must apply to the collector to supply; and as in the collector's hands would certainly rest the whole real authority, I am not aware of any good reason for giving the nominal authority to another. Authority, particularly in India, can exist only where there is real power to enforce it. With the uncovenanted officer there can be no power; and, by consequence, he can have no effective authority.

Results of uncovenanted agency in Madras.

63. In the Madras Presidency the system of uncovenanted agency has not worked well. There has been a difficulty in obtaining men at all qualified for the office; and, if a knowledge of the vernacular tongue be considered at all a necessary qualification, and that it is, there can be little doubt, I believe I am correct in saying that, with the single exception of Mr. De Fries at Pondicherry, such proficiency is utterly unknown. The offices in Mysore, at Secundrabad, Bellary, and Cochin are held by persons who have risen from the ranks in the army; the postmaster at Ootacamund was formerly a lawyer's clerk; those at Arcot and Cannanore are the sons of officers, and in no regular profession; at Hydrabad and Trichinopoly the office is held by officers of invalids, and at Pondicherry by an Indo-Briton.

64. Throughout the Hydrabad country the post is managed by a paid postmaster, and in no part of the Madras Presidency does the dâk travel so slowly; occasionally the rate barely exceeds 2¼ miles an hour, and the average throughout the year is only just in excess of 3¼ miles an hour. The fastest dâks in the Presidency are in the districts of Tanjore and Nellore, where they sometimes travel at a rate of speed within a fraction of 5½ miles an hour, and throughout the year maintain an average of upwards of 5 miles; in both of these provinces the post is managed by the collector. The banghy in Tanjore and Chingleput averages more than 4 miles an hour; in Nellore and Madura nearly 3¾ miles, the post in all being under the collector; in Bellary, Trichinopoly, and Hydrabad it is under uncovenanted officers, and the rates are respectively 3 miles, 1 furlong, 9 poles; 3 miles, 1 furlong, 5 poles; and 3 miles and 25 poles an hour. When the great frauds were discovered at Trichinopoly, and upwards of 4,000 letters found secreted in the office, it had been for some time under the management of an uncovenanted officer. In Bellary the postmaster is an uncovenanted officer, and the following extract from a letter to my address from Captain Ditmos, late civil engineer in the district, shows a neglect which certainly could not have occurred if the talook servants had had the collector's vigilant supervision to expect: "The delay that occurred was in the Bellary district, between Bellary and Kurnool, about 12 miles from the former station; on three several successive mornings I happened to be on the banks of the river Huggery, and there observed that the dâk, which leaves Bellary every evening at 9 P.M., did not cross the river till sunrise (oftentimes it is hours after, the next morning)." At Hingolee the post is under a military officer, and he writes thus of his means of control: "I have known the mails to be detained for several hours together, the ferrymen being absent at the time of its arrival at their posts, seeking shelter from rain in their villages." Not to multiply instances all tending to the same point, I would only further quote from a letter written to Government by the collector of Bellary, when the efficiency of the post had declined, immediately on the appointment

Dated 17th December 1850.

Letter to Commissioner, dated 12th October 1850.

26th July 1843.

of

of an uncovenanted postmaster. Mr. Mellor's remarks appear to me to carry conviction with them :—" I would beg to submit that it will always be difficult to carry it (the dâk department) through, according to the present system. When formerly under us, the whole control was with this office, whereas now the tehsildars are merely the channels of communication ; the payment, dismissal of unfit persons, &c., remaining with the postmaster. The present system labours under the disadvantages of two distinct authorities being engaged to carry out one scheme. The tappal writers and the persons connected with the department have no longer any direct interest in the speedy performance of the work, as they can always throw the blame upon the tehsildar; and notwithstanding all the trouble I have taken in this department since it was handed over, I find that no good is likely to accrue. The tappal writers have nothing to do with the tehsildars' department and will not obey them; all communications must be made through the postmaster; and it is hardly possible to believe the necessity for the correspondence that takes place. All payments would be made both more correctly and more expeditiously under my control; and I request that the whole control within my district may be given over to me, or that I may be relieved from all connection with it." In these remarks Mr. Mellor has laid bare the very root of the evil; there is no responsibility to a divided superintending authority.

Why uncovenanted agency answers in Bombay and North-western Provinces.

65. That the system of uncovenanted postmasters has worked better in the North-western Provinces of Bengal and in Bombay is very true, but the circumstances there are widely different from ours. The mails are very generally carried under contract, and the contractor becomes the most efficient superintendent that could possibly be found; his profits depend upon the speed his horses or his runners can attain; he is constantly on the road to overlook them; and as allowances are made for loss of time from causes which the contractor has it not in his power to avoid, he is ready to claim such allowance whenever practicable, and thus at once to bring before the proper authority the fact of the existence of impediments, and to urge their speedy removal. With mail carts and contractors for the dâk the plan proposed by the Commissioners for Bengal and Bombay for the future management of the post in the Mofussil of their respective Presidencies may very probably be the best that could be adopted; but, with every desire to see uniformity of practice, I cannot consent to sacrifice efficiency for its attainment; and as I do not believe that the plan is applicable to Madras, I cannot recommend its adoption. All the arguments which occur to me as opposed to the present system of uncovenanted postmasters apply with increased weight to the employment of a similar class of men, with more extended jurisdiction, a wider sphere of action, but with no increase of power, as is proposed for the inspectors or postmasters in Bengal and Bombay. I believe that the want of any power or authority has been the main cause of the ill-success which has hitherto attended the use of uncovenanted agency in our Mofussil postal management; and if that be the case when the postmaster has had jurisdiction over the post in one province only, it would appear that *à fortiori* it would be the case when his duties extended over a line of road from five to six hundred miles in length. The collector and his subordinates are the only authorities who have real substantial power in the provinces, and they are without any doubt the best supervisors of the post-offices. To have any personal superintendence over the actual travelling of the mail is not easy; and that that superintendence should be by an European is certainly out of the question. Overseers have been introduced, with what success, in Madras, I shall presently proceed to show; but the only effectual check is derived from the time table, according to which the pay of all the runners on the line for which it is made out should invariably be adjusted.

Objections to making dâk writers deputy postmasters,

66. It is part of the plan proposed by my colleagues that every dâk writer should be appointed a deputy postmaster, with authority to correspond direct with the Postmaster-general, the accountant-general, and other departments, on the business of his office; but this is radically so inapplicable to Madras, that we want the class of natives capable of undertaking the duty; the writers could not correspond intelligibly in English, and a vernacular correspondence in four languages would render a large establishment necessary to the Postmaster-general. I am also unable to coincide in the recommendation that the Mofussil post should be considered one great department, with gradations of offices throughout the whole Presidency, the entire patronage of which should be with the Postmaster-general. I object to the proposal; first, because the differences in the languages in use in the Madras Presidency would alone put an effectual bar to the practical working of the system. The Teloogoo spoken throughout the northern districts is as distinct in structure and character from the Tamul of the South, as that differs from the Canarese of Mysore and the Ceded districts, and as all differ from the Malayalum of the western coast, and although the higher class of servants are generally conversant with all these languages excepting Malayalum, the class from which dâk writers are taken, generally know none but that of their native province; and could not therefore be promoted from one district to another, however diligent in their vocation. Secondly, I object to the plan, because it removes all power over the post-office subordinates from the local postmaster, who has the best means of judging of their qualifications, and places it in the hands of the Postmaster-general, who can of himself know little about them. The result of the system would probably be, that the Postmaster-general would on all occasions take the recommendations of the local officers, and in that case, the removal of the actual patronage from them would have no practical effect but to diminish their authority; or, he would nominate to vacancies friends and dependents of his own, to the entire destruction of the object for which the change recommended is proposed. Authority, particularly in India, cannot exist without power; and I much fear that it would be found that in removing all power of dismissal, appointment, and promotion from the local postmaster,

and to making the post one great department.

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postmaster, all authority over his subordinates had been removed also. What collector would undertake to manage a province if the whole patronage of his office were assumed by the board of revenue? What magistrate could maintain order in a gaol, if the gaoler, duffadar and peons were nominated, promoted and dismissed solely by the foujdary adawlut? What officer could enforce discipline in his corps, if his men looked beyond him for punishment and reward? The system would be subversive of the efficiency of any other department, and I am unable to perceive how it will work well in the post. The Postmaster-general should, however, have a veto on all appointments in the Presidency Post-office above the value of Rs. 35 a month, the extent and value of the patronage making the office a fit exception to the general rule.

Post should be made over to the collector's department in all the Government provinces.

Exception.

67. I am on every account therefore so unwilling that the control of the Mofussil post should be removed from the collector wherever it is now in his hands, that I would even advise that all Mofussil posts, with one exception, should be made over to the collector's charge; and that in our own provinces uncovenanted agency should be abolished, and retained only in Mysore, Travancore, the Deccan and Pondicherry. The exception above referred to should be at Ootacamund, the peculiar position of which, as a place of great resort from all the Presidencies, point it out as requiring the constant presence of an European postmaster. But in using the term collector, I do not mean the individual head of the district; but some officer who, with all the collector's authority and means and appliances, should have more than the collector's leisure. It is perfectly well known that the collector of a province in Madras is overwhelmed with work; that the settlement and collection of the revenue, the general control of the police, the supply of the civil engineer's demands, and the maintenance of an active and constantly increasing correspondence, are sufficient to occupy the whole time of an officer, whose supervision of his charge is not complete unless he also personally visits and inspects the progress of every public work. The post is the department which presses least heavily upon his attention; the one for the good or evil working of which he is least likely to be held responsible, and the one also in which the least injury is likely to result from its management being placed in inexperienced hands; and hence has arisen the almost universal practice of making the post-office department over to the junior assistant, and through it to introduce to public business the young men fresh from college. This is a source of evil; and as the collector cannot personally undertake the details, it becomes necessary to adopt some middle course, and to place the post under experienced and efficient management, while at the same time it shall remain in the department of the collector. The head assistant collectors appear to unite the requisite qualifications, and to them I would propose to confide the management of the Mofussil post; no such grade of office exists in Bengal, and in Bombay; it is very differently constituted, the head assistant in that Presidency having always a distinct magisterial charge; and being the committing officer to the criminal courts, he is of necessity obliged to reside in the division of the district over which his authority extends. In Madras the case is different; the native police officers all exercise committing power; and although the head assistant has certain talooks committed to his care, he is not obliged to reside within their limits, and can travel over the whole province in every direction in which public duty may call him. Madras therefore has advantages not possessed by the other Presidencies for continuing the control of the post with the collector's department, for removing its details from his personal and individual supervision, and yet of placing its management in experienced and able hands. I recommend, therefore, that the head assistant collector of every district be appointed postmaster of that district, and that he should correspond direct with the Postmaster-general on all the business of the department. This latter point is necessary to give to the proposed postmaster a feeling of independence, and a sense of the personal responsibility of his office. It is a constant sense of high responsibility, and from its members having in early life been so much accustomed to self-reliance and dependence on their own resources, that has made the Indian service what it is; and nothing will tend more to rouse and keep alive a proper spirit in such a management of the post as is now recommended, than to place on each postmaster the individual responsibility of his office, and to let him feel that its good or evil working will be surely placed to his individual account. The effectual control of the Postmaster-general over *ex-officio* postmasters has hitherto been wanting, because their position in the service has made it difficult for their nominal superior to report of them unfavourably to Government, and because their duties as collectors and magistrates have been so much more important, that as long as they were efficiently and ably performed, they had no cause whatever to fear that Government would resort to any harsh measures if their postal duties were neglected. But under the proposed system this will no longer be the case; and if the Government are satisfied from the Postmaster-general's reports that his duties are systematically neglected by any postmaster, there will no public inconvenience result from the practical exhibition of a determination that such neglect shall not continue, by the removal to another province of the officer who may thus be found in fault.

Head assistant to be postmaster.

With authority to correspond.

68. I have elsewhere recommended that hereafter the Postmaster-general should be a locomotive officer. His periodical tour in the provinces will make him acquainted with his subordinate postmasters; and his personal examination of their departments will show him their actual state, and will enable him, in an annual report to the Government, to bring prominently to notice the abilities or defects of each. With a view, also, of making every postmaster feel his own individual responsibility, and of exciting a wholesome emulation between neighbouring provinces, I would recommend that a table of the travelling of the letter mail and banghy, similar to that which I have shown at paragraph 97, should be published in the "Official Gazette" at the end of every month. No man will like to see his own district

Monthly publication of the rates of travelling.

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Remuneration to postmasters.

Letter to Commissioner, 23d December 1850.

district always at the bottom of the list, and a wholesome effect will be produced by attracting public attention to the speed the mails attain. But *ex-officio* unpaid agency seldom works with vigour; and as it is a part of the plan proposed, that each should be held personally responsible for the management of his office, it will be right that some extra remuneration should attend the additional work imposed; on which account it is proposed that extra tent allowance be granted to all head assistant collectors and postmasters for the whole year. Omitting the Madras district, and including Kurnool, there are 20 collectorates in the Presidency, and the total amount of extra tent allowance which would be drawn by all the head assistant collectors for one year, at *Rs.* 2. 10. per diem, would be *Rs.* 19,162. 8.; but as by an account supplied by the civil auditor it appears that in 1848–49 this class of officers actually drew *Rs.* 5,929. 14. on this account, that sum must be deducted from the former, to show the extra charge which the proposed plan would involve. There would thus remain *Rs.* 13,232. 10., which I should propose to meet by the abolition of the present paid postmasterships at Bellary, Arcot, Cannanore, and Trichinopoly, yielding a saving of *Rs.* 4,800 per annum, and leaving *Rs.* 8,432. 14.; the means of providing which will be found in the pay of the overseers, the abolition of whose office I have elsewhere recommended.

	Pay per Mensem.
	Rs.
Bellary - -	100
Arcot - -	100
Cannanore	100
Trichinopoly	100

(True extract.) (signed) *H. Forbes*, Commissioner.

EXTRACT from REPORT of *Madras* Postal Commissioner to the Government of *Fort St. George*, dated 23 April 1851.

RATE of TRAVELLING and MODE of CONVEYANCE.

70. IT has already been said in the general report, that in this Presidency the mail is carried entirely by foot-runners, and that no contracts exist. Why the system has not been introduced into Madras I am unable to say; but it embraces so many obvious advantages, and has been so successfully adopted in Bombay, that it is very desirable that the attention of the department should be directed to the means of obtaining contracts in the provinces of this Presidency. In Bombay, the average speed maintained by foot-runners in the Government service throughout the year is 4 miles, 1 furlong, 27 poles per hour, and under the contractors it is 5 miles, 6 furlongs, 30 poles, allowance being made for stoppages in both the calculations.

Proposition for horse and cart dâks.

71. Attempts have already been made to introduce horse dâks in Madras, and propositions have very lately been before the Government from various parties willing to horse the mail. The attempt made in 1838 to send the dâk on horses between Madras and Bangalore ended in absolute failure, but the plans of the contractors were ill-conceived and badly executed, and the failure of that scheme is no argument whatever in considering the general question. The proposals made to Government in the course of the last year were reasonable in their terms, prudent in their conception, and submitted by persons peculiarly qualified successfully to carry them out. Messrs. Doutre & Co. had had for some time establishments along the Western road, for the conveyance of passengers and parcels to and from Bangalore; they tendered for the conveyance of the mail with the avowed intention of continuing the tender as far as Hurryhur, as the progress of time afforded them experience, and enabled them to enlarge their establishments. In order to satisfy the Government of the practicability of their proposal, and by actual performance to convince all parties that they were in a position to convey the mail with regularity and punctuality, and in a shorter time than it is now carried by foot-runners, they made a tender in the month of May for its conveyance from Madras to Arcot, for the same sum only as it already cost the Government to send it by the runners. This they intended as an experimental measure, and feeling confident of success themselves, they wished by a practical measure to impart the same confidence to others, and trusted to receiving a fairly remunerative contract for the whole distance, when they had shown themselves able to perform their part of the engagement. They had horses at every stage, and kept them for some weeks in the hope that their offer, which could not be a source of any loss to Government, would be accepted, and that they would be allowed to give the best proof of the feasibility of their plan by engaging in its actual work. No acceptance or refusal having been given to them for some time, they could no longer afford to keep their establishments idle, in an uncertainty of what would be the result of their offer; and they at last determined to continue their transit passenger through the Mysore country to the foot of the Neilgherry hills, removed their horses accordingly, and withdrew their proposal for the mail.

72. Mr. Hagger, an experienced veterinary surgeon on the establishment, and who had served for many years in the Deccan, and had made himself thoroughly acquainted with the system of horse dâk between Nagpore and Bombay, who had offers of assistance and co-operation from parties well qualified to join with and aid his plans, whose career in the cavalry had made him acquainted with many pensioned troopers who would have been of great service to him in his views, and whose professional experience gave him additional advantages where so many horses were to be kept, made a tender to Government to convey the mails, either on a cart or on horseback, from Madras to Bangalore, and eventually to Hurryhur. I had very frequent interviews with this officer on the subject of his proposal; fully discussed with him its merits, and the relative advantages of the horse or cart dâk. He was very sanguine of the success of the plan, had the fullest information on all points connected

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connected with it from other Presidencies, was prepared to retire from the service on becoming the mail contractor, if the Government had any objection to the duty being undertaken by one in its own service, and by so doing to give the best possible proof of the sincerity of his own conviction. This officer's tender had been before Government some time when I arrived at the Presidency in June. Week after week, and month after month, he inquired in person and by letter if any reply was in prospect, and after more than half a year had passed without his obtaining any hint even of the probable acceptance of his offer, he turned his attention in another direction, and proceeded to the Australian Colonies. After he had quitted the Presidency, an affirmative reply was received to the reference which had been made to the Government of India upon the subject, but it was too late, as far as the individual tender of Mr. Hagger was in question; and whether any person has come forward to occupy the place he would so well have filled, I have had no opportunity of learning.

Extent of Dâk lines.

73. There are 8,840 miles travelled by the dâk in the Madras Presidency, along the whole of which the mail is carried by foot-runners, at an average cost per mile of *Rs.* 21¾ per annum, and it may be interesting to inquire a little into the state of the roads, the nature of the country, and the rate of speed at present maintained. On the first two points I have received from the civil engineers maps and particular accounts of nearly every district, and a statement of the last can be prepared from the time tables kept in the General Post-office.

Calcutta Mail.

Chingleput.

Civil Engineer, 4th Division, to Commissioner, dated 17th July 1850.

Nellore.

Civil Engineer, 2d Division, dated 14th September 1850.

Letter to Commissioner from Assistant Civil Engineer, 1st Division, 3d August 1850.

74. The Calcutta mail passes through the district of Chingleput, Nellore, Guntoor, Masulipatam, Rajahmunnelly, Vizagapatam and Ganjam. The total distance to the boundary station of Chitterpore is 655 miles, and the average rate of travelling throughout the year is 4 miles, 1 furlong, 15 poles per hour. In the Chingleput district the average rate of speed is 4 miles, 5 furlongs, 14 poles. The northern road is only now under construction, is but partially bridged, and not at all adapted for any other than the existing means of conveying letters. The Nellore district is entered at Sooloorpett, whence to Nellore, a distance of about 35 miles, the road may be almost said to be well made, metalled and bridged, for where it is not a made road, the natural soil is good. There are, however, two rivers which are exceptions, the Sooranamooky, about 700 yards wide, and another, neither of which are bridged. The average rate of travelling in this district is 5 miles, 1 furlong, 9 poles per hour. From Nellore, proceeding northward to Ulloor, the road has been made and bridged, but nothing has been done to the work for the last ten years, and it is now very much out of repair. Thence to Ramapatam is a heavy sandy soil, in which, although a good road could not be made without difficulty, very great improvements are practicable; nothing has ever been attempted, and on the line is a salt-water creek, which is never fordable. From Ramapatam to the boundary of the district is heavy black soil, with numerous streams crossing the line, only two of which are bridged. About *Rs.* 12,000 were expended on this line during the famine of 1833; but what was done was never properly finished, and now scarcely a vestige of the work remains. The northern dâk enters the Guntoor district a little south of Jukolloo, and leaves it on the bank of the Kistna at Seetanagarum, the total distance it travels in Guntoor being 62 miles. This road was made and metalled in 1838 or 1839, since when it has been totally neglected, and in wet weather it is now in some places quite impassable for carts, and almost so for loaded cattle. The average pace maintained by the dâk in Guntoor is 4 miles, 1 furlong, 17 poles an hour.

Masulipatam.

Rajahmundry.

Civil Engineer, 1st Division, to Commissioner, 3d September 1850.

Vizagapatam.

Ganjam.

75. The Masulipatam district is entered when the dâk has crossed the Kistna, and a military road made by the Pioneer corps runs for a very few miles out of Bezwadah. When this ceases, a country with a soil of sand and gravel is passed, and no great difficulty is experienced until within ten miles of Ellore, up to which town, and for some miles beyond it, the country is sheer mud, of a peculiarly adhesive quality, not the smallest vestige of a road is to be seen. The whole plain is cut up by holes and channels, and an hour's rain is sufficient to render it all but impassable; a very heavy sandy country follows, not much less difficult to traverse in dry weather than is the muddy tract in the rains. The pace of the dâk in Masulipatam is 4 miles, 0 furlongs, 32 poles. The Rajahmundry district adjoins, and the heavy sand over which the dâk travelled on leaving Masulipatam continues to within about twelve miles of the Godavery, when the alluvial soil is entered on, and after any rain is quite impassable to carts, and almost so to cattle and foot passengers. A serious obstruction is offered by the Weyairro, a large unbridged channel, filled by the Godavery floods, and by hill streams. After crossing the Godavery, from Rajahmundry to the boundary of the province at Toonee, the dâk road runs along a high gravelly tract, and is interrupted only for a few miles about midway, where some deep black soil intervenes. The dâk in Rajahmundry averages 4 miles, 0 furlongs, 18 poles per hour. For the Vizagapatam and Ganjam districts I have skeleton road maps, but no descriptive details; the soil in both appears to vary, being chiefly black sand, with here and there a patch of gravel. Numerous unbridged rivers, creeks and channels intersect the road the whole way from Paikarowpett on the south of Vizagapatam to Chitterpore, the last station in the Madras Presidency, and the bad state of the road is evidenced by the slow rate of travelling, the average of which in Vizagapatam is but 3 miles, 4 furlongs, 37 poles an hour, and in Ganjam 4 miles, 0 furlongs, 25 poles.

General state of the Calcutta Dâk line.

76. On the great Northern road, therefore, connecting Madras with Calcutta, under the existing state of the road, any change from oot-runners, the feeblest of all powers, is quite out of the question. There are here and there a few miles of road, but so long and so totally neglected, that it maintains its character of having once been a road, solely by comparison with the utterly wild and unreclaimed waste at each end of it. In the dry weather

draft

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draft cattle can scarcely struggle through the heavy sands of some parts, and in wet weather they positively cannot move in the muddy sloughs of other parts—unbridged rivers, nullahs and channels without boats or rafts—no line of trees, or anything whatever to mark out the road, which is often ploughed and sown and grossly encroached upon by the hedge on either side. It is hopeless to entertain a thought of any other conveyance for the dâk, and we are left to wonder that even foot-runners are able to maintain an average speed of 4¼ miles an hour, about the ordinary walking rate in England.

Second or Agra mail, 759 miles (to Nagpore).

Assistant Civil Engineer, 1st Division, 3d August 1850.

Hyderabad.

77. The 2d or Agra Mail passes through Chingleput, Nellore, Guntoor and Hyderabad, and maintains an average speed of 4 miles, 3 furlongs, 35 poles an hour. This dâk proceeds on the same line as the Calcutta mail, as far as Ongole in the north of the Nellore district, and, branching off at that station, proceeds along a separate road through the Guntoor province, crossing the Kistnah at Poondigul. This line of road offers as many obstructions to wheel carriages as the road noticed above, and although the black soil is said to be not so adhesive and heavy, there are parts of the line so rocky as to require a great deal of labour before it can be put into any state which will qualify it to be called a road. I have a road map of the Hyderabad country, similar to those of the Government Provinces, but into its details it is unnecessary to enter; the dâk travels more slowly in Hyderabad than anywhere else, and averages only 3 miles, 4 furlongs, 15 poles an hour.

Third or Bombay line, 769 miles.

17th July 1850.

78. The average speed on the line to Bombay is 4 miles, 4 furlongs, 17 poles an hour, and the mails pass through the districts of Chingleput, North Arcot, Cuddapah and Bellary. The civil engineer of the division thus describes the part of the road which runs through Chingleput and North Arcot: "The road from Madras to Cuddapah by Trivalore, Naggery and Kircumbuddy, is as bad as can well be. I have lately been on it, to have it surveyed for repair, and to put it into a practicable state. The Madras river between Koratore and Trivalore, 118 yards wide, is not bridged, and is occasionally impassable. Beyond Tripasore there is a low swampy place, occasionally impassable. The Coteliar is 410 yards wide, and often impassable: thence to Ramanjarry the road is crossed by a channel sometimes impassable; the road is low, the soil is bad, and often overflowed. From Naggery to Pooter a ghaut is passed, which is now almost impracticable, not from steepness, but from rocks and stones; thence the road is over occasional bad soil and paddy fields, with constant watercourses. Between Pootoor and Vuddalamalypett there is a stream sometimes impassable, and the Vuddalamalypett Ghaut is as stony and bad as the Naggery Ghaut. From the foot of the Ghaut the road passes over indifferent ground and paddy fields to the Soornamooky, river, 108 yards, and occasionally impassable; it then crosses four deep watercourses, and the Hissa Caloob, 48 yards wide, and occasionally impassable, and after passing Kircumbuddy, it is rocky and slaty, almost impracticable, and is crossed by several streams, three of which are sometimes impassable after rain." The dâk averages 4 miles, 4 furlongs, 9 poles in the Arcot district.

Cuddapah.

Letter to Commissioner from 1st Assistant Civil Engineer, dated 4th August 1850.

79. The dâk enters the Cuddapah district at Baulpilly, between which place and Nundaloor the road passes through a valley intersected by numerous streams and torrents, which during the rains come down with great force, stopping all traffic for days together. Between Nundaloor and Gundoopully is a rocky tract, in which the road is of the very worst description. After passing through Cuddapah, the road is over a black cotton soil, intersected by numerous irrigating channels, and quite impassable even for loaded cattle after heavy rains. From Moormareddy Putty to the boundary of the province, the road is a sandy tract. Besides the difficulties above mentioned, the road is crossed by three large rivers, all more than 500 yards wide. In Cuddapah the average of the dâk is 4 miles, 0 furlong, 16 poles an hour.

Bellary.

Letter to Commissioner from Civil Engineer, 3d Division, dated 14th August 1850.

80. The Bombay dâk enters the Bellary district at Tarputtey, and, passing through Gooty and Bellary, crosses the Toombudra at Munnoor. From Gooty to Bellary the road has been marked out, and partially made here and there, but is quite impracticable for wheel carriages during rain, the most difficult portions having been left untouched. The large river Huggry is always a serious obstacle; the nullahs passing through black soil are causes of detention to even foot travellers, and no bridges exist. From Bellary to the Toombadra is about 28 miles, a deep cotton soil throughout; excepting for about two miles, the road has never even been marked out, and is a mere pathway, without a single bridge or drain, and quite impassable for wheel carriages after a heavy fall of rain. The average rate of the dâk in Bellary is 4 miles, 3 furlongs, 17 poles.

General state of the Bombay Dâk line.

81. Here, then, we have another line of dâk, and, as connecting Madras with Bombay, and consequently to a certain degree with England, perhaps the most important line of all, along which the runners have, unaided, to struggle with almost every description of difficulty which nature can oppose to their passage: over swamps and across paddy fields, through unbridged nullahs and channels, up stony ghauts and along rocky tracts, over a miserable pathway, where no road is even marked out, month by month, pass the mails between England and Madras, and day by day the correspondence between the second and third Presidencies of the British Empire in India.

Sattarah mail, 743 miles.

Cannanore mail, 412 miles.

82. The Sattarah and Cannanore mails proceed on the same line *viâ* Poonamallee as far as Arcot, whence the former runs direct to Bangalore *viâ* Colar, when it is again met by the latter, which goes round by Chittor and Palmanair. At Bangalore the Sattarah mail branches off by Toomkoor, Serah, Chittledroog and Hurryhur, while the Cannanore dâk proceeds by Closepett, Seringapatam, Hoonsoor and the Periambady Ghaut. The average speed on the Sattarah and Cannanore lines is 4 miles, 7 furlongs, 0 poles, and 4 miles, 3 furlongs,

App. (C.) No. 2.

Letter to Commissioner from Civil Engineer, 4th Division, dated 17th July 1850.

3 furlongs, 25 poles respectively. By constant reports from the Superintendent of Roads the Government is well aware of the means which have been adopted, and the sums which have been expended to form the high road to Arcot; public report has also probably put them in possession of its actual state; on this, therefore, I need not enter. The road which the dâk follows from Arcot was originally made by the Pioneer corps; it is now out of repair, and to render it practicable for carriages, would require a large outlay both for earth-work and for bridges. The dâk encounters a serious obstacle in the Ponnay river, at Trivellum, 600 yards wide, and frequently impassable, between which and Goriatum there are several streams. Beyond Goriatum the road is sandy and low, and liable to overflow, and between it and the Naickenairy Pass are many streams and nullahs, and one part of the road is covered by the waters of a tank. Near Laulput the soil is swampy, and 14 nullahs intersect the road; the Naickenairy Pass itself is also much out of repair.

Mysore.

Letter to Commissioner from Superintendent of Maramut in Mysore, dated 17th August 1850.

83. Throughout the Mysore country the roads present as strong a contrast to those in the Company's Provinces of the Madras Presidency as it is possible to imagine. They are capital carriage-roads, every nullah and watercourse, and almost every river bridged, all the black cotton soil well covered with gravel, the portions passing through sandy, soft or wet soil, raised and hardened; the communications of the country, in short, are not swamps and paddy fields, but well-made metalled roads, and the dâk throughout Mysore proceeds at the rate of 5 miles, 1 furlong, 5 poles an hour.

Calicut mail, 415 miles.

Salem.

Coimbatore.

Letter to Commissioner from Civil Engineer, 7th Division, dated 17th August 1850.

Malabar.

Letter to Commissioner from Civil Engineer, 7th Division, dated 10th September 1850.

84. The Calicut mail proceeds on the same line as the two above noticed as far as Arcot, and thence proceeds to Vaniambuddy, and through Salem, Coimbatore and Malabar; its average rate is four miles, 2 furlongs, 3 poles an hour. In Salem, made roads exist along all the lines travelled by the dâk, and that the rate of travelling is not more than 4 miles, 4 furlongs, 5 poles an hour, must be attributed to other causes than the obstruction offered by the state of the communications, which causes I shall elsewhere advert to. In Coimbatore also, from Errode, on the Cavery, which separates the district from Salem to Paulghaut, where the dâk enters Malabar, the road is generally good, passing over a high and dry country, with heavy soil for only about six miles, the rate of travelling, nevertheless, is slow, reaching only to 4 miles, 2 furlongs, 25 poles an hour. From its entrance into the Malabar district at Wulliaur by Paulghaut to Ponany, the road is represented as being in good order, and fit for wheel carriages; but the Calicut dâk leaves the main line at Paulghaut, and proceeds direct. The travelling in Malabar is as bad as in almost any part of the country, and the average speed maintained per hour is but 3 miles, 5 furlongs, 15 poles.

Quilon mail, 526 miles.

Chingleput.

Letter to Commissioner from Civil Engineer, 4th Division, 17th July 1850.

South Arcot.

Trichinopoly.

Letter to Commissioner from Civil Engineer, 6th Division, 6th August 1850.

85. The dâk to Quilon passes through Chingleput, South Arcot, Trichinopoly, Madura, Tinnevelly, Nagercoil and Travancore, and averages 4 miles, 3 furlongs, 8 poles in its rate of travelling. The road through the Chingleput district is newly made and good, and, with the exception of the Pallour river, is bridged throughout. I am unable to trace the nature of the road in the South Arcot district, as the map I have, unlike the others, affords no information of the nature of the soil; and the descriptive letter which accompanied the map, names only the villages through which the road passes, giving no account of the country; the travelling rate in the province is only 4 miles, 0 furlongs, 3 poles. The same remarks apply also to Trichinopoly, save that the soil is a heavy mud from the entrance of the district on crossing the Vellour, to within a few miles of the Coleroon, that the road is crossed by many unbridged streams, and, although said to be under construction by the Superintendent of Roads, is represented by the Civil Engineer as at present unfitted for any change in the means of conveying the dâk: the rate of travelling is 4 miles, 2 furlongs, 31 poles an hour.

Madura.

Letter to Commissioner from Civil Engineer, 8th Division, 16th July 1850.

86. A little north of Covilputty, the dâk enters the Madura district, where the roads have received more attention from local authority than in any other Provinces but Salem and Tanjore: with the exception of the Vigay at Madura itself, and the Goondaur further south, all the rivers and streams are bridged, and carts can proceed along the main road throughout the year. For about the last 20 miles the road passes through a heavy black soil, but has been metalled, and offers no hindrance to traffic even in the rains. With these advantages the rate of speed should be better than it is, the average being only 4 miles, 3 furlongs, 15 poles.

Tinnevelly.

Letter to Commissioner from Civil Engineer, 8th Division, 16th July 1850.

87. At Virdooputty the dâk enters Tinnevelly, and for 27 miles has to struggle through a heavy black cotton soil, and to overcome the difficulties of passing four large unbridged streams—the Virdooputty river, the Vegpullaputty and Vencatasapooramodays and the Santoor river, all causing detention in the rains. The black soil continues to beyond Kytaur, but has been partially gravelled, and the dâk suffers no further material delay in its progress south. Magnificent avenues of Banian trees show where fine roads have once existed, but serve at present only to point out to travellers and to the Government post, what is now the most impracticable path. In Tinnevelly the average rate of the dâk travelling is only 4 miles, 2 furlongs, 30 poles in the hour.

General state of the Quilon Dâk line.

88. The above is a faithful account of another important dâk line, passing from the Presidency throughout the Southern Provinces of the Peninsula, along which the progress of the mail is at the rate of 4 miles, 3 furlongs, 5 poles an hour. The road in general may be fairly called very bad, and if here and there, as in a part of Chingleput, and generally throughout Madura, the dâk has a free and unimpeded course, the intervening portions of mud and heavy sand put a stop to all rapidity of progress, a succession of unbridged streams and rivers, all filling at the same season of the year, cause frequently prolonged detention, and both combine to render it impossible under present circumstances to improve our mode of conveyance.

89. Lastly,

89. Lastly, is the dâk to Tanjore, proceeding on the same road as the last as far as Tindevanum, and thence branching off to Pondicherry, and travelling by Porto Novo, across the Caleroon, to Sheally, whence one part goes by Myaveram to Tanjore, and the other by Tranquebar, Nagore and Negapatam to Point Calimere, where for nine months in the year the Ceylon dâk crosses the sea to Point Pedro. The average travelling rate of this mail is 4 miles, 5 furlongs, 2 poles. The South Arcot district has been spoken of already. In Tanjore the mail travels more rapidly than in any other part of the Presidency, excepting Nellore, the rate in both Provinces averaging 5 miles, 1 furlong, 9 poles an hour. Tanjore possesses fewer natural advantages for road-making as regards soil, and in her numerous large rivers and almost numberless irrigating and surplus channels, opposes more hindrance to rapid transit than almost any place that can be named; and that, notwithstanding these natural disadvantages, the mail passes at the quickest pace maintained throughout the whole Presidency, and that the runners proceed from one end of the district to the other without ever wetting their feet, is the strongest evidence that could possibly be adduced, that with an adequate expenditure on the part of Government, and a proper care and exertion on the part of the local officers, the roads throughout the Presidency would ere long deserve their name, the dâk would not be impeded in its passage by intervening paddy fields, the pace of the mail runners changing at every five miles would not be slower than that kept up for long distances by a very ordinary pedestrian. The so-called road would not be, as it now often is, the only place which travellers avoid, and in time we might see even in Madras a cart substituted for the shoulders of a man, and his legs exchanged for the more powerful and rapid locomotion of a horse. Discussion on the subject is at present out of place, except on one line, and that chiefly because a great part of it runs through the Mysore State, we could not use a cart, even if we had one to use; the roads have not to be repaired, but commenced; the line has yet to be selected, and in many places to be reclaimed from the plough. If roads ever existed, the neglect of more than half a century has obliterated them, and it would be but retributive justice that the expense of re-making should be far greater than would have been that of preserving.

Tanjore mail, 210 miles.

Tanjore.

General average of the Presidency, 4 miles, 2 furlongs, 34 poles.

90. The state of the roads along which the dâk proceeds cannot be considered beyond the scope of my commission, and in the sketch which I have given of their present state, I hope I may succeed in attracting attention, and in inducing the Government to consider whether past experience does not tend to show that a different kind of agency from that at present at work would give more satisfactory results. Tanjore, Madura and Salem are the only provinces where good roads exist in all directions, where the traffic from north to south, and from east to west, is carried on by carts, where the rivers are crossed dry shod, and the dâk meets with no interruption. In all these districts the Government and the people owe the roads to the energies of the local officers alone. Mr. Orr, in Salem, Mr. Blackburn, in Madura, and a succession of able men in Tanjore, devoted themselves to this important work, and, by a judicious course of proceeding, and a careful husbanding of the resources at their disposal, have placed their several districts years in advance of others. In none of those Provinces has the Road Superintendent yet commenced his labours, and in none of those in which he has been at work for years are the communications to be compared with theirs. There is no doubt that the Government has in its service many men who, in their capacity as collectors of the Provinces, see the great importance of opening free communications, who would most gladly undertake the duty, and whose position best fits them to appreciate the value, and to superintend the construction of the work. Every collector has a professional adviser in the Civil Engineer of the division, fully competent to direct him in any scientific question; and although the Government may be quite right not to force the additional labour on unwilling shoulders, it would seem clearly advisable to take advantage of all volunteer assistance, and to avail themselves to the utmost of the offer; when energy, zeal and public spirit animate a collector, and lead him earnestly to solicit that he be allowed to make a road, in the offer itself is the best guarantee for the accomplishment of the task; and besides that, no man would volunteer for the duty whose mind was not already strongly bent in the direction of useful objects; character would be at stake when the work was once undertaken, and none would bear to fail in a duty for which they had volunteered. The present system has now had a long trial; 4 lacs per annum on the trunk roads were sanctioned by the Court of Directors in 1845, and allowing for time to organise the system, 20 lacs of work should now have been performed. A fourth part of this sum has not been expended, and wonder can hardly be expressed when it is remembered that a single officer is entrusted with the laying down, the planning, construction and superintending of the roads from Chitterpore to Cape Comorin, and from Madras to Cannanore, the whole intended lines being about miles in length.

91. Unless this plan is abandoned, and the Government should be pleased to make use of the local machinery at its disposal, entrust each collector showing a disposition to forward public works, with from *Rs.* 30,000 to *Rs.* 50,000 per annum to expend under the orders of the Department of Public Works, and in communication with the Civil Engineer on that part of the main dâk roads which pass through his own collectorate, it will be vain to look forward for the next half century to the adoption of any means of transmitting the mails other than the feeblest, the most rude, the slowest, and that the least open to improvement, viz., the means at present employed.

92. It may be well to compare the Madras Presidency with others as regards the means available for the conveyance of the mails, and to say a few words upon the mode of conveyance best suited to the peculiarities of India. In the Lower Provinces of Bengal, out of 7,016 miles

Mode of Conveyance in Bengal.

App. (C.), No. 2.

The North-western Provinces.

Bombay.

7,016 miles over which the dák travels, it is conveyed in carts, or on horses, for a distance of 769 miles. The total cost of this mode of conveyance is *Rs.* 1,03,020 per annum, and the average cost per mile per annum is *Rs.* 142. In the North-western Provinces of the Presidency, the mail is conveyed in carts over 860 miles of road at an annual charge of *Rs.* 1,35,752, and the average mileage is *Rs.* 158 per annum. A mail cart now runs from Calcutta to Lahore. In the Bombay Presidency horses and mail carts are used over 982 miles of country from the town of Bombay to the frontier of the Presidency on the routes to Calcutta and Agra, *viâ* Nagpore and Indore, and also in parts of Scinde. The sum of *Rs.* 1,55,400 is annually paid on this account, and the average annual cost per mile is *Rs.* 105; the average mileage in Madras has been already shown to be *Rs.* 21¼ per annum.

93. The political importance of the speedy transmission of the overland despatches to Calcutta and to Simla, probably led to the first establishment of these lines of horse dâk; but there can be no doubt that now that the public has so long derived from them the same advantages of rapid intercourse which the Government for its own purposes had in view in their establishment, they would still be continued on account of the public, were political considerations to cease; and it must be remembered, that the establishments kept up are far greater than are required only for the public despatches. Two horses would be fully sufficient for the political purpose, and as eight are kept at every stage of the horse dâk, the retention of the remaining six for the conveyance of the bulk of the mail must be considered as an acknowledgment on the part of the Government of India, that the public in general in Bengal, and the North-western Provinces, may claim to have their wants considered. The question may therefore be fairly asked, why should Madras alone be without the advantages which the other Presidencies of India enjoy? That a mail cart on a long line costs more than do foot-runners, there can be no doubt whatever; but of all the departments of the State, the post is precisely the one into which ordinary economical considerations should not be allowed to weigh against the benefit of the whole community. The Government, by retaining a monopoly of the postal department, obviously incurs a responsibility, virtually binds itself to give every increased facility which circumstances may offer, to adopt every substantial improvement, and to look more to the collateral advantages which it derives from enlarged intercourse among the people, than to the more direct but probably less sterling advantages of increased postal collections.

94. If this be the true and correct light in which to view the duties of a Government towards its people as regards all postal arrangements, it must be granted that Madras is not justly deprived of participation in the advantages of a rapid dâk which are enjoyed in Bengal and Bombay, because her geographical position is of less political importance than that of other parts of the Empire. A cart dák has been already sanctioned for the Bombay route as far as Bangalore, and will doubtless be continued to Hurryhur and to Bombay; but although that is at present the only complete line on which the state of our roads will permit of such a mode of transmitting the dâks, there appears no sound reason for declining to avail ourselves of the facilities afforded by good roads, whenever and as far as they may exist. If the main road on the Quilon line be available for wheel carriages from Fort St. George to the southern limits of the Chingleput district, it would seem to follow as a thing of course that a mail cart should convey the Quilon and Tanjore mails, both proceeding to Tindivanum on the same line, as far as the road is formed, and that the bags should be transferred to foot-runners only when the pace which they could maintain would be as fast as that at which a horse and cart could proceed; and so also, although it may be necessary that the mails thus transferred to foot-runners should be by their means carried to Trichinopoly, pending the completion of the trunk road—there can be no good reason why they should not again be put on wheels, and driven through Salem, Coimbatore and Malabar to Ponany, along the whole of which line of road a light cart could without difficulty proceed; and it should be an essential part of the duty of an active, energetic and intelligent Postmaster-general to watch the progress of the trunk roads, public works and bridges, and to bring to the notice of Government every instance in which improvements in the communication of the country had rendered practicable improvement in the conveyance of the mail.

Mail carts preferred to horse dâk.

Letter to Commissioner of Bengal, dated 24th November 1850.

95. I have considered in all its bearings the question of what is the mode of conveying the mails best adapted to the circumstances of India, and I am very clearly of opinion that there is no medium between foot-runners and a mail cart, and that a horse dâk is not a desirable institution. On this point I am supported by the experienced opinion of the Postmaster-general of the North-western Provinces of Bengal, who says "the mail is not carried on horseback on any road under my superintendence. Runners have on the main lines been superseded by mail carts, and I am of opinion that, except in a rocky or hilly country, carts will generally be found to succeed better than saddle-horses. Where mail carts cannot be used, I believe that runners, if placed at short distances, not exceeding four miles, will convey the mails more regularly than saddle-horses, and with nearly equal speed."

General rate of travelling.

96. Before closing this subject, it will be desirable to examine the actual rate of speed maintained with our present means of conveyance, to inquire what are the causes which operate to retard the progress of the dák, and what means can be adopted to remove them.

97. Annexed are two statements, compiled from information supplied to me from the General Post-office, showing the average speed maintained by the dâk and banghy mails in every district in the Madras Presidency in each month, with a separate column for the average of the year, and finally the average rate of speed throughout the Presidency.

87.

AVERAGE RATE per Hour at which the DAK travelled in each Province in each Month, with Average of the whole.

PROVINCES.	January.			February.			March.			April.			May.			June.		
	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.
Tanjore	5	3	35	5	3	2	5	1	19	5	3	13	5	2	37	5	2	10
Nellore*	5	2	19¾	5	2	29⅔	5	4	0	5	4	11⅓	5	3	23⅔	5	2	19⅔
Mysore*	5	2	39	5	3	27½	5	2	34¼	5	1	32	5	0	28¼	4	7	19½
Travancore*	4	7	4	5	0	14	4	6	37	4	6	3	4	6	0	5	0	21
Chingleput*	4	6	2⅓	4	6	36⅓	4	7	17⅝	4	7	1	4	7	0⅔	4	6	24¾
Arcot	4	4	24¼	4	5	19¾	4	4	26¾	4	4	19¼	4	4	2½	4	3	42
Salem	4	3	13	4	4	4	4	4	37	4	4	2	4	4	38	4	3	28
Bellary*	4	6	32	5	0	2	4	7	2	4	6	30	4	5	5	4	3	22
Madura	4	3	25	4	4	12	4	4	32	4	5	20	4	4	26	4	3	23
Coimbatore	4	1	38	4	3	24	4	3	31	4	2	4	4	3	11	4	3	14
Trichinopoly	4	1	35½	4	1	31	4	5	36	4	4	37½	4	3	35½	4	3	26½
Tinnevelly	4	4	5	4	2	29	4	4	28	4	4	36	4	3	14	4	2	29
Guntoor*	4	3	35¼	4	4	34⅓	4	5	16	4	3	39⅓	4	5	34⅔	4	4	10⅓
Masulipatam*	4	6	1½	4	6	5½	4	7	2	4	6	18½	4	5	6	4	3	37
Ganjam*	3	2	31½	3	2	10	4	2	28	4	7	2	4	4	15½	4	3	31½
Rajahmundry*	3	4	24	4	4	23½	4	4	22½	4	2	27	4	1	29	4	1	10
Cuddapah	4	0	16	4	1	36	4	2	9	4	1	36	4	1	17	4	0	14
Cuddalore	3	7	29	4	0	26½	4	0	26	4	0	10	4	0	12½	3	7	38
Canara	3	7	3	3	7	21	3	6	6	3	7	31	3	5	39	3	5	0
Malabar	4	0	13	4	0	6	3	5	38	3	6	6	3	6	0	3	4	26
Vizagapatam*	3	5	17	3	6	5½	3	6	28	3	6	38½	3	5	32	3	6	1½
Hydrabad*	3	5	31	3	6	37	3	6	11	3	6	31	3	7	7	3	6	13

PROVINCES.	July.			August.			September.			October.			November.			December.			AVERAGE.		
	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.
Tanjore	5	0	0	5	0	10	4	7	4	4	6	39	4	7	4	5	0	15	5	1	9
Nellore*	5	2	15	5	1	39⅓	5	0	24	4	0	23⅔	4	4	5⅓	5	1	23	5	1	9
Mysore*	4	7	34	4	7	25½	4	6	39	4	7	10	5	2	3	5	2	8½	5	1	5
Travancore*	4	6	15	4	7	37	4	6	6	4	4	10	4	3	20	4	5	10	4	6	15
Chingleput*	4	6	23	4	5	17⅝	4	6	7⅓	4	3	17	4	4	24⅓	4	5	4⅔	4	5	14
Arcot	4	4	19½	4	3	6	4	4	26⅓	4	1	39½	4	4	25¼	4	4	27½	4	4	9
Salem	4	5	3	4	5	3	4	4	33	4	3	16	4	4	10	4	3	34	4	4	5
Bellary*	4	2	24	4	3	4	3	3	13	3	3	28	4	3	11	4	3	35	4	3	17
Madura	4	5	22	4	5	6	4	3	0	3	7	12	4	1	1	4	2	37	4	3	15
Coimbatore	4	2	24	4	1	27	4	2	19	4	1	19	4	2	6	4	4	3	4	2	35
Trichinopoly	4	3	5	4	1	7	4	1	35	4	2	7½	4	0	9	4	1	31⅓	4	2	31
Tinnevelly	4	3	2	4	3	25	4	2	31	4	0	7	4	0	12	4	0	29	4	2	30
Guntoor*	4	1	11	3	7	3⅓	3	1	35⅓	3	0	30⅓	3	6	32	4	3	5⅓	4	1	17
Masulipatam*	4	3	14	3	0	8	2	7	10½	2	5	8	3	5	30⅓	4	1	4½	4	0	32
Ganjam*	4	1	37	4	4	2	3	6	4⅓	4	0	8½	4	2	4	3	2	8½	4	0	25
Rajahmundry*	4	1	36	3	4	8½	3	0	13½	3	1	0½	3	5	14	4	5	17	4	0	18
Cuddapah	4	0	39	3	7	35	3	5	28	3	4	7	3	7	32	4	2	6	4	0	16
Cuddalore	4	0	1½	4	3	27	3	7	8½	3	5	32	3	7	10	3	7	10	4	0	3
Canara	3	2	32	3	3	11	3	4	11	3	3	7	3	6	36	4	1	14	3	5	31
Malabar	3	5	28	3	3	12	3	4	10	3	2	32	3	3	29	3	5	28	3	15	5
Vizagapatam*	3	7	22½	3	5	17	3	2	18	2	7	9	3	3	21	3	4	2	3	4	37
Hydrabad*	3	5	30	3	1	14	2	2	22	3	2	7	3	4	9	3	5	17	3	4	15
																Average -			4	2	39

AVERAGE RATE per Hour at which the BANGHY travelled in each Province in each Month, with Average of the whole.

PROVINCES.	January.			February.			March.			April.			May.			June.		
	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.
Tanjore	4	2	11	4	0	16	3	6	31	4	1	17	4	0	28	4	2	7
Chingleput*	3	6	5	3	6	38½	3	7	33½	3	7	1¾	3	6	22½	3	5	18¾
Nellore*	3	4	37	3	6	16	3	6	25	3	6	11	3	6	15	3	6	11
Madura	3	6	28	3	4	6	3	6	28	3	4	14	3	4	29	3	5	23
Arcot	3	5	6	3	5	9	3	4	17	3	4	36	3	4	18½	3	4	35½
Tinnevelly	3	4	3	3	2	7	3	2	24	3	3	14	3	2	20	3	2	7
Guntoor	3	5	1	3	6	39	3	6	8	3	5	14	3	5	27	3	3	6
Mysore	3	1	20	3	3	33	3	1	28	3	2	31	3	0	21	3	2	16
Cuddapah	3	2	7	3	1	36	3	1	38	3	1	31	3	1	10	3	0	34
Bellary*	3	3	12	3	2	38	3	3	33	3	2	2	3	2	31	3	1	10
Trichinopoly	3	2	11	3	1	15	3	1	39	3	1	6	3	0	28	3	0	9
Hydrabad*	3	1	6	3	1	8	3	0	28	3	1	21	3	1	11	3	1	25
Ganjam*	2	5	17	2	6	10	2	6	0	3	1	4	3	0	38	3	1	20
Rajahmundry*	3	0	8	3	1	12	3	0	18	3	0	28	3	0	30	3	0	7
Travancore*	2	5	38	2	7	0	2	6	5	2	6	1	2	5	37	2	5	13
Cuddalore	2	4	24	2	5	30	2	5	20	2	4	5	2	3	36	2	3	8
Vizagapatam*	2	3	14	2	4	39	2	5	5	2	4	1	2	3	35	2	4	13
Canara	2	4	29	2	4	14	2	3	17	2	4	8	2	5	0½	2	2	38
Masulipatam*	2	3	34½	2	3	33½	2	4	34⅓	2	5	3½	2	3	29½	2	3	8

PROVINCES.	July.			August.			September.			October.			November.			December.			AVERAGE.		
	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.	M.	F.	P.
Tanjore	4	0	16	3	6	23	3	7	31	3	5	31	4	0	12	4	0	0	4	0	8
Chingleput*	3	5	38¾	3	7	37¾	3	6	16¾	3	5	22½	3	5	23½	3	6	9½	3	6	19
Nellore*	3	5	37	3	6	21	3	4	2	3	1	32	3	2	28	3	5	14	3	5	10
Madura	3	6	0	3	3	30	3	6	38	3	4	6	3	3	28	3	5	3	3	5	5
Arcot	3	4	37½	3	4	27½	3	5	8	3	3	20½	3	4	33	3	4	8	3	4	28
Tinnevelly	3	2	24	3	4	4	3	3	24	3	2	8	3	3	14	3	2	14	3	2	26
Guntoor	3	3	24	2	6	14	2	3	38	2	5	1	3	0	14	3	3	19	3	2	23
Mysore	3	1	31	3	1	10	3	0	33	3	2	16	3	1	35	3	1	35	3	1	25
Cuddapah	3	0	9	3	1	26	3	1	27	2	7	38	3	1	6	3	1	32	3	1	14
Bellary*	2	7	13	2	7	20	2	7	18	2	7	23	3	0	24	3	0	12	3	1	9
Trichinopoly	3	1	4	3	2	9	3	1	13	3	0	33	3	0	3	3	0	11	3	1	5
Hydrabad*	3	2	3	3	0	21	2	5	20	3	0	11	3	0	29	2	6	36	3	0	25
Ganjam*	3	0	26	3	1	26	2	5	23	2	6	14	3	1	17	2	5	29	2	7	22
Rajahmundry*	2	7	7	2	7	25	2	3	9	2	2	21	2	7	33	2	7	34	2	7	12
Travancore*	2	6	6	2	5	9	2	5	23	2	4	28	2	4	25	2	4	36	2	5	25
Cuddalore	2	4	23	2	3	32	2	3	36	2	3	28	2	3	19	2	3	11	2	4	6
Vizagapatam*	2	3	33	2	5	21	2	7	21	2	2	22	2	3	7	2	3	11	2	3	32
Canara	2	4	29	2	1	34	1	7	39	2	2	29	2	2	1	2	4	10	2	3	15
Masulipatam*	2	3	8	2	0	12	1	5	0	1	6	25	2	2	11½	2	3	0	2	2	16

* Overseers.

These

App. (C.), No. 2.

Letter to Commissioner, dated 30th November 1850.

Overseers appointed.

Their abolition.

Subsequent partial re-employment.

	M.	F.	P.
Vizagapatam	3	4	37
Hydrabad -	3	4	15

Average speed per hour.

	M.	F.	P.
Sattarah -	4	7	0
Tanjore -	4	5	2
Bombay -	4	4	17
Cannanore -	4	3	25
Quilon -	4	3	5
Calicut -	4	2	3
Chitterpore -	4	1	15

These statements show clearly that something more than good roads is wanting for the speedy transit of the dâk. Tanjore and Nellore are, as regards speed, at the head of the list of districts; but neither of them would be selected as the provinces in which road-making had made the greatest progress; for although a great deal has been done for Tanjore, mud and sand are the only materials procurable throughout the Delta. Salem and Madura, where the communications are represented as free, and better probably than in any other province, are seventh and ninth in order in respect to speed; and Hydrabad, where Captain Dorin reports that the roads are in excellent order, is last of all, the dâk averaging but three and a half miles an hour, and being sometimes as slow as two and a quarter miles. Travancore, again, is fourth in order of speed, while Malabar and Canara, which are geographically similarly situated, are nineteenth and twentieth. Highly important as are good roads to the free and speedy transit of the mails, even they will not alone ensure its rapid progress; a constant, active and energetic supervision is as absolutely essential to the efficient working of this branch of the postal department as of every other. Indeed, so essential is it, that it is not asserting too much to say, that a rigid system will maintain a better rate of speed over bad roads, than will a lax system over good ones. The general system has certainly declined in efficiency of late years in this respect. Overseers were appointed to all the lines of road in 1839, on the recommendation of the Post-office committee. Trial was made of the system until 1843, when so general an opinion of their inutility was expressed, that they were abolished throughout the Presidency by order of the government of India. On that occasion, all Mofussil Postmasters were called upon to report the result of the experiment; and it is an illustration of what I have above maintained of the greatly superior advantages possessed by the collector for the control of the post, that all *ex-officio* Postmasters were unanimously of opinion that no useful result had been attained by the employment of overseers (in some districts the rate of travelling had actually decreased), while the uncovenanted Postmasters were all averse to their discontinuance, the collectors felt that their own establishments formed their most efficient means of control. The paid Postmasters knew that without overseers they had no control at all. Overseers were subsequently re-employed on some lines, but without beneficial results. They are not employed in Tanjore, where the rate of travelling is unsurpassed; they are employed in Hydrabad and in Vizagapatam, which stand the last two in the list when the rate of all districts is compared. Overseers are employed throughout the whole line of the Calcutta mail, and on no line is the rate of travelling so slow; they are also employed in Masulipatam, Ganjam and Rajahmundry, in none of which provinces does the mail average more than a fraction above four miles an hour.

98. It cannot, therefore, be maintained, that in Madras, overseers have been of any avail in expediting the progress of the dâk, the only purpose for which they were ever appointed. The pay of the overseers was made variable, and dependent on the rate of travelling maintained within their range; it requires, however, but a very short experience of the course of proceeding between native superiors and dependents, to be well assured, that as the pay of the runners reaches them through the hands of the overseers, the burthen of the fine for diminished speed does not rest upon the latter. In point of fact, no overseer can actually superintend the running over 30 miles of road, which is the least portion committed to one man's charge, and experience shows that they do not. When any unusual delay to the mail appears by the road index to have occurred, the Postmaster-general addresses the local Postmaster on the subject, and the length of time which passes before his reply is received shows very clearly that it is only after receiving the call for explanation that the overseer assigns to the Postmaster, and he to the Postmaster-general, any cause for the delay.

99. Few persons have had more practical experience in the post than Mr. Ranken, who was for some years Postmaster-general in the North-western provinces; and the following extract from his printed manual for the guidance of his subordinates contains his opinion of the overseers. "Runners unfortunately can seldom be managed by a Postmaster without intermediate agency: they are consequently very often ill-treated and defrauded by the native agents who generally contrive to entertain and dismiss them at pleasure, to serve interested purposes. The overseers, if not watched, will generally keep up fewer men than Government allows, in order to embezzle the wages of the number deficient. Runners sometimes surrender the greater portion of what is drawn on their account, for being permitted to leave the road, and attend to their domestic affairs at home. Others have been known to pay each eight annas a month for permission to travel at the slow pace of about two and a half an hour in conveying the mails to the person whose public duty it was to accelerate the post. In some divisions runners used to pay for not being disturbed, or made to carry the mails at night. So long as the runners remain thus helplessly at the mercy of others, any indulgence or increase of wages intended for them will benefit none but the persons by whom they are hired and directed. The prevalent abuses are mentioned to show an inexperienced Postmaster how unsafe it is to depend for information on the persons forming his road establishment."

Their abolition recommended.

100. I am unable to see the use of this middle man, interrupting the direct control of the Postmaster over the runners, and am satisfied that under a proper system of reward and

punishment according to the speed attained, the runners would do their work quite as well without the overseers, who are a needless expense to the State. I would, therefore, recommend that those still employed in the Madras Presidency be discontinued, and that their pay, amounting to *Rs.* 14,760 per annum, be appropriated to meet the expense of the remuneration recommended elsewhere to Mofussil Postmasters, and of the accelerators and mail vans, which will, I hope, be introduced at Madras.

Districts.	No. of Overseers.	Districts.	No. of Overseers.
Chingleput -	1	Hydrabad -	27
Nellore -	12	Jaulnah -	3
Guntoor -	6	Mominabad -	1
Masulipatam -	5	Hingolee -	4
Rajahmundry -	3	Travancore -	5
Ganjam -	6	Vizagapatam -	6
Bellary -	2		
Bangalore -	23	TOTAL -	104

Decrease of rate of travelling in general.

101. The general average rate of speed in 1839, before the appointment of this class of servant on those lines from which they were withdrawn in 1843, was 4 miles, 4 furlongs, 8 poles an hour, while in the year 1849 the average rate was only 4 miles, 3 furlongs, 38 poles. On those lines where overseers are still employed, the average rate of speed attained in 1839, after their appointment, was 4 miles, 5 furlongs, 21 poles; while in 1849 it had sunk to 4 miles, 4 furlongs, 22 poles. In Mr. Ranken's Manual, from which I have quoted above, it is said—" The following facts being ascertained, every officer in charge of a division of the Post-office should rely on them, and act accordingly. Seventeen of twenty healthy natives, in the prime of life, which runners ought always to be, can carry the maximum load of nine seers (720 tolahs) six miles in an hour without much effort. They can carry six seers (480 tolahs) each, over the same ground, in the same time, with ease. Each of the 20 is capable of carrying full loads five miles in the hour twice a day." In the actual experiments referred to below, as having been tried in Mysore with a weight of 20 pounds, no runner travelled less than five and three quarter miles an hour; some travelled seven and a half, some eight, and one man accomplished his task at the rate of ten miles an hour. These are actual facts, and it is also a fact that the average rate of travelling throughout this Presidency is only 4 miles, 2 furlongs, 34 poles an hour—the diminished rate of general supervision, which is naturally followed by diminution in the efficiency of the local superintendence.

Causes.

102. The Postmaster at Tanjore writes—" One of the chief duties of the district Postmaster should be a strict attention to the rate of running by the runners, and the necessity for accurately timing the receipts and departure of the mails should be impressed by him on all his Post-office writers." The Postmaster of Nellore writes—" It requires constant attention to keep up the rate of speed in all parts of the line to the regulated standard." The Postmaster of Travancore, in exemplification of the attention paid to this important point, says, he has " made it an invariable rule to take a copy of all road indexes." The Postmaster of Bangalore has described a system which he actually put in practice of personally ascertaining the physical power of every dâk runner in Mysore, by making them all travel a given distance, with a loaded wallet, in his company. The result of the attention thus given to the rate of travelling in these four provinces is, that they stand the first four in the statement given above. That the point is not considered of the same importance by the Postmaster-general, is shown by the way in which suggestions for the removal of obstructions to the dâk's progress are received, and by the interference sometimes offered, not in support of authority. The Postmaster at Hingolee referred me to a letter of his to the Postmaster-general, dated in October 1849, reporting that an express which had travelled at the rate of 10 miles an hour from Hydrabad to Secunderabad, the distance of five miles, having been run in half an hour, had proceeded further on its progress at diminished speed, until near Ellichpoor it maintained a rate of only two and a half miles an hour. This slow rate was explained to have arisen from rain, and the difficulties and delay experienced in crossing rivers, particularly the Poornah and Pynegungah, where the Postmaster proposed that ferry-boats should be permanently placed, at an expense of only six rupees per mensem. The reply received to this reasonable and apparently very necessary suggestion was, that the Postmaster should hire boats as a temporary measure whenever he required them. As this officer cannot possibly know at Hingolee whether or not it is raining at Ellichpoor, and if he did, could not, in a native state, at a moment's warning, find and hire ferry-boats, man them, and put them on their work, the same delays which on a former occasion reduced the speed of an express from 10 to two and a half miles an hour, are still obstructing the post.

Letter to Commissioner, 30th July 1850.

Letter to Commissioner, 3d August 1850.

Letter to Commissioner, 28d August 1850.

Letter to Commissioner, 21st November 1850.

Letter to Commissioner, 12th October 1850.

From Postmaster-general to Postmaster of Hingolee, 22d October 1849.

103. In no district of the Presidency has more care and attention been bestowed on the post than by Mr. Edward Bird, the Head Assistant Collector in Nellore. Nowhere is the department better conducted, and nowhere is the rate of travelling higher. A very full description of the system followed was afforded me, and the success which has attended its practice there, should almost naturally have led the head of the department to introduce a similar system in other districts. So far from this being the case, it appears that in a letter, dated the 17th of June 1850, the Postmaster-general expressed his entire disapproval of the system by which such admirable results had been obtained, and recommended that it should at once be changed. He was of opinion that, instead of the system of reward and punishment, by increased or diminished pay, according to the speed maintained, " a sharp word, or possibly a few blows," were the appropriate checks upon the runners, " to fine such creatures being cruel. The Postmaster-general in the same letter expressed his opinion that if any writer, peon or runner was absent from his station now and then, he did not think it necessary to raise any objection as long as he put in some one who did the duty, which should always be winked at." In these two instances of omitting to take active steps to ensure the progress of the mail, and of erroneous interference with those who were devoting themselves to the duty, the Government will probably see the main cause of the diminished rate of speed generally throughout the Presidency.

Letter from Postmaster of Nellore, 17th December 1850.

Payment of runners according to speed.
From Postmaster, Tanjore, 17th December 1850.
From Postmaster, Nellore, 17th December 1850.

104. The payment of the runners according to the speed they maintained was strongly recommended by the Committee of 1838, and although it is obviously the most effectual means of accelerating the dâk, it does not appear to have been very generally adopted. The system has been for a long time acted upon in Tanjore and Nellore, the two districts which have been so often quoted as standing before all others in point of speed, and I beg leave to refer to the letters of their respective Postmasters for full details of a plan which it is desirable should be generally enforced.

(True Extract.) *H. Forbes*, Commissioner.

STATEMENT, showing the Mode in which the MAIL is conveyed from Station to Station in the *Madras* Presidency, the Cost of Conveyance, and the Average Rate of Speed at which it is conveyed in the Dry and Rainy Seasons.

	Distance in Miles.	Number of Stages.	Mode of Conveyance.	By Contract, or by Government Establishment.	Annual Cost.	Annual Cost per Mile.	Rate of Travelling. Dry Season.	Rate of Travelling. Rains.
CALCUTTA MAIL.					Rs. a. p.	Rs. a. p.	M. F. P.	M. F. P.
Madras to Nerrumbauk	19	3	Runners	Government Establishment.	504 – –	26 8 5	5 1 12	4 1 20
Nerrumbauk to Naidoopet	51	10	ditto	ditto	1404 – –	27 8 5		
Naidoopet to Nellore	40	8	ditto	ditto	948 – –	23 11 2		
Nellore to Ramapatam	46	9	ditto	ditto	1020 – –	22 2 9	5 3 24	4 2 0
Ramapatam to Ongole	32	6	ditto	ditto	*768 – –	24 – –		
Ongole to Inkolloo	25	5	ditto	ditto	588 – –	23 8 3		
Inkolloo to Guntoor	40	8	ditto	ditto	720 – –	18 – –	4 6 38	2 5 10
Guntoor to Bezorah	20	4	ditto	ditto	360 – –	18 – –		
Bezorah to Ellore	39	8	ditto	ditto	720 – –	18 7 4	5 1 12	2 5 14
Ellore to Rajahmundry	57	11	ditto	ditto	1200 – –	21 – 10		
Rajahmundry to Juggempettah	25	5	ditto	ditto	480 – –	19 3 2	4 3 28	3 1 30
Juggempettah to Paikerowpett	38	7	ditto	ditto	720 – –	18 15 1		
Paikerowpett to Vizagapatam	64	13	ditto	ditto	1380 – –	21 9 –		
Vizagapatam to Bimlipatam	17	3	ditto	ditto	360 – –	21 2 9	3 6 32	2 7 32
Bimlipatam to Chicacole	43	8	ditto	ditto	840 – –	19 8 6		
Chicacole to Poondy	57	11	ditto	ditto	768 – –	13 7 6		
Poondy to Gopaulpore	65	13	ditto	ditto	864 – –	13 4 8	4 1 37	3 7 17
Gopaulpore to Chitterpore	10	2	ditto	ditto	192 – –	19 3 2		
	688	134	-	-	13836 – –	20 1 9		
CHITTERPORE MAIL.								
Madras to Nerrumbauk	19	3	ditto	ditto	504 – –	26 8 5	5 0 37	4 0 9
Nerrumbauk to Naidoopet	51	10	ditto	ditto	1404 – –	27 8 5		
Naidoopet to Nellore	40	8	ditto	ditto	948 – –	23 11 2	5 2 15	3 7 12
Nellore to Ramapatam	46	9	ditto	ditto	1020 – –	22 2 9		
Ramapatam to Ongole	32	6	ditto	ditto	768 – –	24 – –		
Ongole to Inkolloo	25	5	ditto	ditto	588 – –	23 8 3	4 3 17	2 4 27
Inkolloo to Guntoor	40	8	ditto	ditto	720 – –	18 – –		
Guntoor to Bezorah	20	4	ditto	ditto	350 – –	18 – –	4 4 32	2 5 2
Bezorah to Ellore	39	8	ditto	ditto	720 – –	18 7 4		
Ellore to Rajahmundry	57	11	ditto	ditto	1200 – –	21 – 10	4 5 17	3 0 11
Rajahmundry to Juggempettah	25	5	ditto	ditto	480 – –	19 3 2		
Juggempettah to Paikerowpett	38	7	ditto	ditto	720 – –	18 15 1	4 5 17	3 0 11
Paikerowpett to Vizagapatam	64	13	ditto	ditto	1380 – –	21 9 –	3 6 34	3 2 6
Vizagapatam to Bimlipatam	17	3	ditto	ditto	360 – –	21 2 9		
Bimlipatam to Chicacole	43	8	ditto	ditto	840 – –	19 8 6		
Chicacole to Poondy	57	11	ditto	ditto	768 – –	13 7 6	4 3 19	3 5 35
Poondy to Gopaulpore	65	13	ditto	ditto	864 – –	13 4 8		
Gopaulpore to Chitterpore	10	2	ditto	ditto	192 – –	19 3 2		
Nerrumbauk to Pulicat	14	3	ditto	ditto	216 – –	15 6 10		
Nellore to Cuddapah	88	17	ditto	ditto	1344 – –	15 4 4		
Ongole to Masulipatam	95	19	ditto	ditto	1848 – –	19 7 2		
Masulipatam to Madapollem	42	8	ditto	ditto	840 – –	20 – –		
Madapollem to Ingeram	48	8	ditto	ditto	600 – –	12 8 –		
Ongole to Cumbum	66	12	ditto	ditto	1200 – –	18 2 10		
Cumbum to Gooty	116	23	ditto	ditto	2040 – –	17 9 4		
Bezorah to Condapillay	9	2	ditto	ditto	120 – –	13 5 4		
Ellore to Rajapore	12	2	ditto	ditto	180 – –	15 – –		
Ellore to Masulipatam	36	7	ditto	ditto	720 – –	20 – –		
Juggempett to Samulcottah	13	2	ditto	ditto	120 – –	9 3 8		
Samulcottah to Cocanuda	16	3	ditto	ditto	120 – –	7 8 –		
Cocanuda to Ingeram	10	2	ditto	ditto	240 – –	24 – –		
Bimlipatam to Vizianagram	12	2	ditto	ditto	180 – –	15 – –		
Poondy to Kemedy	26	5	ditto	ditto	288 – –	11 1 3		
Gopaulpore to Berhampore	16	2	ditto	ditto	96 – –	6 – –		
Berhampore to Nougaum	51	10	ditto	ditto	1248 – –	24 7 6		
Gopaulpore to Itchapore	10	2	ditto	ditto	96 – –	9 9 7		
Chitterpore to Berhampore	12	2	ditto	ditto	144 – –	12 – –		
	1380	265	-	-	25476 – –	18 7 4		

	Distance in Miles.	Number of Stages.	Mode of Conveyance.	By Contract, or by Government Establishment.	Annual Cost.	Annual Cost per Mile.	Rate of Travelling. Dry Season.	Rate of Travelling. Rains.
					Rs. a. p.	Rs. a. p.	M. F. P.	M. F. P.
AGRA MAIL.								
Madras to Nerrumbauk	19	3	Runners	Government Establishment.	504 - -	26 8 5	5 0 37	4 0 19
Nerrumbauk and Naidoopet	51	10	ditto	ditto	1404 - -	27 8 5		
Naidoopet to Nellore	40	8	ditto	ditto	948 - -	23 11 2	5 3 31	4 0 19
Nellore to Ramapatam	46	9	ditto	ditto	1020 - -	22 2 9		
Ramapatam to Ongole	32	6	ditto	ditto	768 - -	24 - -		
Ongole to Pondigul	97	19	ditto	ditto	1680 - -	17 5 1	4 5 33	3 14 0
Pondigul to Nacrycull	43	8	ditto	ditto	840 - -	19 8 6		
Nacrycull to Hydrabad	70	14	ditto	ditto	1680 - -	24 - -		
Hydrabad to Secunderabad	4	1	ditto	ditto	120 - -	30 - -		
Secunderabad to Bolaram	6	1	ditto	ditto	120 - -	20 - -	3 6 11	3 2 7
Bolaram to Neermul	146	25	ditto	ditto	2880 - -	19 11 5		
Neermul to Pataulah	116	23	ditto	ditto	2184 - -	18 13 2		
Hydrabad to Nacrycull	70	10	ditto	ditto	1560 - -	22 4 6		
Nacrycull to Mooneguila	32	6	ditto	ditto	840 - -	26 4 -		
Mooneguila to Bezorah	65	11	ditto	ditto	1320 - -	20 4 11		
Bezorah to Masulipatam	42	8	ditto	ditto	720 - -	17 2 3		
Hydrabad to Secunderabad	4	1	ditto	ditto	120 - -	30 - -		
Secunderabad to Sedashepet	40	8	ditto	ditto	840 - -	21 - -		
Sedashepet to Gunga Khair	131	26	ditto	ditto	2640 - -	20 2 5		
Gunga Khair to Jaulnah	91	18	ditto	ditto	1824 - -	20 - 8		
Hydrabad to Secunderabad	4	1	ditto	ditto	120 - -	30 - -		
Secunderabad to Sedashepet	40	8	ditto	ditto	840 - -	21 - -		
Sedashepet to Sholapore	164	32	ditto	ditto	2760 - -	16 13 3		
Hydrabad to Moorsapett	75	15	ditto	ditto	1560 - -	20 12 10		
Moorsapett to Kurnool	63	12	ditto	ditto	1200 - -	19 - 9		
Kurnool to Gooty	67	13	ditto	ditto	1320 - -	19 11 2		
Gooty to Anantupoor	31	6	ditto	ditto	480 - -	15 7 8		
Anantupoor to Bangalore	142	28	ditto	ditto	2436 - -	17 2 3		
Mommabad to Gunga Khair	32	6	ditto	ditto	600 - -	18 12 -		
Gunga Khair to Hingolee	63	12	ditto	ditto	1080 - -	17 2 3		
Hingolee to Katinga	70	14	ditto	ditto	1440 - -	20 9 1		
Moorsapet to Muctul	34	5	ditto	ditto	608 3 11	17 14 2		
	1930	367	- - -	- - -	38456 3 11	19 14 9		
BOMBAY MAIL.								
Madras to Poonamallee	12	2	ditto	ditto	336 - -	28 - -	4 7 38	4 5 21
Poonamallee to Trippasore	18	3	ditto	ditto	504 - -	28 - -		
Trippasore to Naggery	26	5	ditto	ditto	840 - -	32 4 11		
Naggery to Kurcumbaudy	25	5	ditto	ditto	576 - -	23 - 7	4 6 22	4 2 11
Kurcumbaudy to Cuddapah	[illegible]	17	ditto	ditto	2064 - -	24 9 1		
Cuddapah to Turputty	64	16	ditto	ditto	1560 - -	24 6 -	4 2 9	3 4 7
Turputty to Gooty	31	6	ditto	ditto	720 - -	23 3 7		
Gooty to Bellary	54	11	ditto	ditto	1200 - -	22 3 6		
Bellary to Munnoor	31	6	ditto	ditto	720 - -	23 3 7	4 7 2	3 3 38
Munnoor to Danoor	90	18	ditto	ditto	1800 - -	20 - -		
Cuddapah to Cumbum	91	15	ditto	ditto	1680 - -	18 7 4		
Bellary to Ramandroog	39	5	ditto	ditto	600 - -	15 6 1		
Ramandroog to Hurryhur	65	10	ditto	ditto	1440 - -	22 2 5		
Bellary to Kurnool	96	16	ditto	ditto	2040 - -	21 4 -		
	726	135	- - -	- - -	16080 - -	22 2 4		
SATTARAH MAIL.								
Madras to Poonamallee	12	2	ditto	ditto	336 - -	28 - -		
Poonamallee to Arcot	59	12	ditto	ditto	1848 - -	31 2 5	4 6 10	4 5 11
Arcot to Bangalore	136	27	ditto	ditto	2880 - -	21 2 9	4 5 26	4 4 7
Bangalore to Toomkoor	42	8	ditto	ditto	972 - -	23 2 3	5 4 19	5 0 24
Toomkoor to Hurryhur	115	25	ditto	ditto	2544 - -	22 1 11		
	364	74	- - -	- - -	8580 - -	23 9 1		
CANNANORE MAIL.								
Madras to Poonamallee	12	3	ditto	ditto	336 - -	28 - -	4 6 21	4 4 21
Poonamallee to Arcot	59	12	ditto	ditto	1848 -	31 2 5		
Arcot to Chittoor	28	5	ditto	ditto	576 - -	20 14 10	4 4 17	4 0 13
Chittoor to Palmanair	28	5	ditto	ditto	576 - -	20 14 10		
Palmanair to Bangalore	80	16	ditto	ditto	1632 - -	20 6 4		
Bangalore to Seringapatam	75	15	ditto	ditto	1260 - -	16 12 9	5 1 10	4 5 36
Seringapatam to Hoonsoor	40	8	ditto	ditto	480 - -	12 - -		
Hoonsoor to Cannanore	95	19	ditto	ditto	2472 -	26 - 4		
Chittoor to Kircumbaudy	51	7	ditto	ditto	1176 -	23 - 11	3 6 6	3 3 7
Kircumbaudy to Naidoopet	34	6	ditto	ditto	720 - -	21 2 9		
Arcot to Arnee	19	3	ditto	ditto	432 - -	22 12 9		
Arnee to Tindevanum	46	8	ditto	ditto	1008 - -	21 14 7		
Seringapatam to Mysore	9	2	ditto	ditto	204 - -	22 10 8		
Mysore to Ootacamund	80	12	ditto	ditto	1584 - -	19 12 9		
Seringapatam to French Rocks	6	1	ditto	ditto	96 - -	16 - -		
Hoonsoor to Fraserpet	27	4	ditto	ditto	384 - -	14 3 6		
Fraserpet to Mercara	19	3	ditto	ditto	432 - -	22 11 9		
Mercara to Mangalore	90	18	ditto	ditto	1956 - -	21 11 8		
Mangalore to Honore	110	22	ditto	ditto	2160 - -	19 10 2		
Honore to Sircy	49	8	ditto	ditto	1140 - -	23 4 2		
Sircy to Dharwar	80	13	ditto	ditto	1560 - -	19 8 0		
Coompta to Sedasheghur	34	5	ditto	ditto	720 - -	21 2 9		
Bawassy to Nugoor	25	4	ditto	ditto	480 - -	19 3 2		
Calicut to Munjery	20	3	ditto	ditto	384 - -	19 3 2		
	1116	202			28616 - -	21 2 6		

	Distance in Miles.	Number of Stages.	Mode of Conveyance.	By Contract, or by Government Establishment.	Annual Cost.			Annual Cost per Mile.			Rate of Travelling. Dry Season.	Rate of Travelling. Rains.
CALICUT MAIL.					Rs.	a.	p.	Rs.	a.	p.	M. F. P.	M. F. P.
Madras to Poonamallee	12	3	Runners	Government Establishment.	336	–	–	28	–	–	4 6 11	4 4 17
Poonamallee to Conjeveram	34	6	ditto	ditto	1008	–	–	29	10	4		
Conjeveram to Arcot	27	4	ditto	ditto	840	–	–	31	1	9		
Arcot to Vellore	14	3	ditto	ditto	288	–	–	20	9	1		
Vellore to Vaniembady	44	9	ditto	ditto	864	–	–	19	10	2	4 2 2	4 3 16
Vaniembady to Darampoory	47	9	ditto	ditto	1344	–	–	28	9	6		
Darampoory to Salem	41	8	ditto	ditto	1092	–	–	26	10	1		
Salem to Errode	36	7	ditto	ditto	876	–	–	24	5	4		
Errode to Avanashy	35	7	ditto	ditto	864	–	–	24	10	11	4 3 31	4 1 19
Avanashy to Coimbatore	26	5	ditto	ditto	576	–	–	22	2	5		
Coimbatore to Paulghaut	31	6	ditto	ditto	720	–	–	23	3	7		
Paulghaut to Ponany	70	14	ditto	ditto	864	–	–	12	5	5	3 5 35	3 2 32
Darampoory to Royacottah	30	5	ditto	ditto	480	–	–	16	–	–		
Royacottah to Oossoor	21	4	ditto	ditto	588	–	–	28	–	–		
Oossoor to Bangalore	25	5	ditto	ditto	300	–	–	12	–			
Avanashy to Coonoor	40	6	ditto	ditto	1032	–	–	25	12	9		
Coonoor to Ootacamund	10	2	ditto	ditto	288	–	–	28	12	9		
Coimbatore to Metoopolliem	15	2	ditto	ditto	336	–	–	22	6	4		
Coonoor to Kotigherry	12	2	ditto	ditto	336	–	–	28	–	–		
	570	107	–	–	13032	–	–	22	13	9		
QUILON MAIL.												
Madras to St Thomas's Mount	8	2	ditto	ditto	168	–	–	21	–	–		
Mount to Palaveram	4	1	ditto	ditto	168	–	–	42	–	–		
Palaveram to Chingleput	24	4	ditto	ditto	840	–	–	35	–	–	4 6 16	4 4 20
Chingleput to Carangooly	13	3	ditto	ditto	336	–	–	25	13	6		
Carangooly to Tindevanum	27	5	ditto	ditto	840	–	–	31	1	9		
Tindevanum to Oolundoorpett	54	9	ditto	ditto	1296	–	–	24	–	–		
Oolundoorpett to Keeranoor	29	6	ditto	ditto	720	–	–	24	13	2	4 1 27	3 5 34
Keeranoor to Trichinopoly	50	8	ditto	ditto	1296	–	–	25	14	8		
Trichinopoly to Covilputty	27	5	ditto	ditto	576	–	–	21	5	4	4 3 13	3 7 2
Covilputty to Cottamputty	23	4	ditto	ditto	576	–	–	22	6	11		
Cottamputty to Madura	32	6	ditto	ditto	720	–	–	22	8	–	4 4 32	3 7 12
Madura to Virdooputty	32	6	ditto	ditto	720	–	–	22	8	–		
Virdooputty to Palamcottah	75	15	ditto	ditto	1560	–	–	20	12	9		
Palamcottah to Nagercoil	47	9	ditto	ditto	1260	–	–	26	12	11	4 4 29	4 0 7
Nagercoil to Trevandrum	43	8	ditto	ditto	840	–	–	19	8	6		
Trevandrum to Quilon	41	8	ditto	ditto	840	–	–	20	7	9	4 0 37	4 4 10
Chingleput to Wallajahbad	14	2	ditto	ditto	288	–	–	20	9	1		
Wallajahbad to Conjeveram	10	2	ditto	ditto	288	–	–	28	12	9		
Chingleput to Sadras	19	3	ditto	ditto	288	–	–	15	2	6		
Chianneeumuntapum to Wallajahbad	8	2	ditto	ditto	144	–	–	18	–	–		
Trichinopoly to Errode	90	15	ditto	ditto	2016	–	–	22	6	4		
Cotumputty to Dindigal	32	5	ditto	ditto	648	–	–	20	4	–		
Madura to Ramnad	68	11	ditto	ditto	1632	–	–	24	–	–		
Ramnad to Paumbem	26	4	ditto	ditto	288	–	–	11	1	2		
Palamcottah to Tuticorin	33	5	ditto	ditto	300	–	–	9	1	5		
Quilon to Alleppy	55	9	ditto	ditto	960	–	–	17	7	3		
Alleppy to Cochin	35	6	ditto	ditto	768	–	–	21	15	1		
Cochin to Ponany	65	11	ditto	ditto	960	–	–	14	12	3		
Ponany to Calicut	37	6	ditto	ditto	480	–	–	12	15	6		
Calicut to Tellicherry	43	7	ditto	ditto	672	–	–	15	10	–		
Tellicherry to Cannanore	14	2	ditto	ditto	216	–	–	15	6	10		
Cannanore to Mangalore	93	15	ditto	ditto	1800	–	–	19	5	8		
Tellicherry to Cottaparamba	12	2	ditto	ditto	192	–	–	16	–	–		
Alleppy to Cottyam	6	1	ditto	ditto	96	–	–	16	–	–		
	1189	207	–	–	24792	–	–	20	13	7		
TANJORE MAIL.												
Madras to Mount	8	2	ditto	ditto	168	–	–	21	–	–		
Mount to Palaveram	4	1	ditto	ditto	168	–	–	42	–	–		
Palaveram to Chingleput	24	4	ditto	ditto	840	–	–	35	–	–		
Chingleput to Carangooly	13	2	ditto	ditto	336	–	–	25	13	6	4 6 16	4 4 15
Carangooly to Tindevanam	27	5	ditto	ditto	840	–	–	31	1	9		
Tindevanam to Pondicherry	24	4	ditto	ditto	624	–	–	26	–	–		
Pondicherry to Cuddalore	12	2	ditto	ditto	312	–	–	26	–	–		
Cuddalore to Porto Novo	18	3	ditto	ditto	624	–	–	36	–	–		
Porto Novo to Sheally	20	4	ditto	ditto	624	–	–	31	3	2	3 7 25	3 5 30
Sheally to Mayaveram	12	2	ditto	ditto	312	–	–	26	–	–		
Mayaveram to Combaconum	18	3	ditto	ditto	624	–	–	36	–	–		
Combaconum to Tanjore	20	4	ditto	ditto	624	–	–	31	3	2	5 1 19	4 6 39
Tanjore to Trichinopoly	24	4	ditto	ditto	912	–	–	38	–	–		
Cuddalore to Oolundoorpet	37	6	ditto	ditto	858	–	–	23	3	–	5 0 19	4 5 18
Oolundoorpet to Ahtoor	55	9	ditto	ditto	1296	–	–	23	9	–		
Ahtoor to Salem	32	5	ditto	ditto	1092	–	–	34	2	–		
Sheally to Tranquebar	18	3	ditto	ditto	432	–	–	24	–	–		
Tranquebar to Karical	8	2	ditto	ditto	288	–	–	36	–	–		
Karical to Nagore	7	1	ditto	ditto	144	–	–	18	–	–		
Nagore to Negapatam	5	1	ditto	ditto	144	–	–	28	12	9		
Negapatam to Cilmere Point	38	6	ditto	ditto	864	–	–	22	11	9		
Tanjore to Negapatam	53	9	ditto	ditto	648	–	–	12	3	7		
	477	82	–	–	12774	–	–	26	12	5		
GRAND TOTAL	8440	—	–	–	176642	3	11	—				

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EXTRACT from REPORT of *Madras* Postal Commissioner to the Government of Fort St. George, dated 23d April 1851.

DISTRICT DAKS.

128. The general principle on which we propose that the postage on letters passing by the district dâk shall be hereafter levied, is stated in our joint report, and it remains for me, under this head, only to bring to notice the extent to which these dâks are used by the people, the different systems under which they are managed in different provinces, and to make one or two suggestions for the increase of the present facilities.

Their origin, and extension.

129. The district dâks had previously existed for the necessary transmission of the official correspondence between the collectors and magistrates and all their subordinate officers, the dâk being carried by peons of the regular establishment, as they could be spared from other duty, when in 1844 they were generally opened to the public. No change was then made in the means of conveying the mail; the peons were still retained as a revenue or police charge, and, except latterly, in one or two districts, no debit appears in any account for the cost of conveying this portion of the mail.

Collections.

130. In 1848-49, the collections made were *Rs.* 21,734. 8. 2.; the largest sum was collected in Rajahmundry, where it was *Rs.* 2,667. 9. 2., and the smallest in Ganjam, where it was only *Rs.* 75. 0. 6. But few districts were able to supply any accurate accounts of the number of letters transmitted through the means of these dâks; but the subjoined statement for the year 1849, for such districts as had accounts to produce, shows sufficiently how vast a convenience the community has derived from the institution :—

——	Number of Letters sent to Places within the District.	Number of Letters sent to Places beyond the District.	Number of Letters sent and received.
Masulipatam - -	16,346	15,733	—
Rajahmundry - -	47,678	8,225	84,492
Tinnevelly - -	20,573	18,140	50,048
Canara - - -	112,548	4,492	—
Nellore - - -	18,896	6,032	43,850
Cuddalore - -	10,328	16,460	—
Madura - - -	8,852	3,134	—
Vizagapatam - -	14,984	1,056	—
Guntoor - - -	13,317	4,190	—

And cost

When the district dâks were established, it was not contemplated that they should be a source of profit to the State; and, provided that the Government was not called upon to contribute to their expense from the general revenues of the country, it was understood that the collector of each province was authorized to expend on the improvement of the system any surplus revenue it produced. This has not been generally done. In some districts, as in Coimbatore and Ganjam, nothing whatever is expended from the receipts of the district dâks, but the whole sum is carried to the general credit of Government; in others, the expenditure bears but a small proportion to the receipts, as in Nellore, where, out of *Rs.* 2,457 collected, only *Rs.* 270 are expended; in Cuddapah, where *Rs.* 45 only are spent on the dâk out of *Rs.* 855, which it produces, and in Salem and Madura, where the expenses are respectively about 25 and 20 per cent. only of the collections. In Tanjore and Guntoor the proportions are very properly kept, and a small margin of net profit only is retained.

	Collections.	Expenses.
Tanjore	- 1,356	- 1,271
Guntoor	- 1,247	- 1,131

131. Of the total collections in all the provinces, not quite half is expended, and *Rs.* 11,000 are carried to the Government credit. The Government will, perhaps, be disposed to call the attention of all collectors prominently to this point, and to let it be generally understood that it is far more desirable that the village communities should have afforded them increased facilities for postal intercommunication, than that any profit should accrue from the district dâks. Many officers have, in their letters on this subject, expressed their earnest desire for the introduction of some improvements, often involving but a trifling cost; and they appear to be unaware that, although it was a fundamental principle of the institution that it should be self-supporting, it was no less so that all its receipts should be available for improvements in its organization.

	Collected.	Expended.
1848-49	- 21,734	- 10,756

Establishments.

132. The establishments entertained on this account in the provinces, consist almost entirely of gomastahs to keep accounts, and peons to deliver letters. No separately paid runners for the conveyance of the dâks are anywhere employed, excepting in Rajahmundry and Guntoor, where, to a certain extent, separate runners aid the regular peons: in some districts

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districts the dâk is carried by the peons of the regular Revenue or Police Establishments, and in others by the dâk runners together with the regular mail. The latter is the case in Ganjam, Malabar and Canara, the towns of which districts are generally on the direct main road; in Coimbatore, and in Masulipatam, as far as the district extends on the Hydrabad road, there can be little doubt that this is a source of much delay to the regular mail. The weight of the ordinary official correspondence of a district is very considerable, and much time must be lost by the detention of the runners at each Tahsildar's cutcherry. The Bombay Commissioner has recommended, that where the two dâks co-exist on one line, the district dâk shall be discontinued, and the whole mail be given to the regular runner; in this I am unable to unite, and would rather take the opposite course, and actually prohibit the use of the regular dâk for the conveyance of the ordinary correspondence of the district.

Incorporation with general dâk not desirable.

133. Hereafter it may probably be desirable to incorporate the district with the regular dâk, to place both on precisely the same footing, and to remove the former from the control of the Collector to that of the Postmaster-general; at present this measure would be premature; the revenue and police peons would no longer be available for the duty, and a vast increase must necessarily be immediately made to the regular dâk establishment; but the institution is capable of improvement even in its present footing, and I shall conclude the subject by laying before Government a few recommendations for reform in particular districts.

Canara.

Letter to Commissioner from Collector of Canara, dated 21st October 1850.

134. The annexed sketch map of the district of Canara, shows that its roads are the lines of traffic, and its ports the nearest places of export for all the produce of the west of Mysore, and of a large part of the southern Mahratta country. The export trade in these parts has lately received a great impetus by the opening of six of the principal ghâts; viz. the Acbyle and Devamanny Ghâts, leading from Dharwar and Hurryhur to the large sea-coast town of Compta; the Coloor Ghât, leading to Cundapoor; the Agoomby Ghât, leading to Oodipy; the Munjerabad Ghât, leading from Bangalore and Hussan to Mangalore, to which also leads the Sumpajee Ghât, through Mercara from Mysore. The first two and the last are travelled by the post; but from Sirci to Sumpajee, a distance of 150 miles, no postal communication exists between Canara and Mysore by which the merchants of the latter can correspond with their shipping agents. Compta is one of the largest native towns on the coast; its mercantile transactions are represented as very heavy, and more than a thousand letters a month pass through its district dâk office. The superintendents of the Astagram* and Nugger divisions of Mysore have expressed their opinion of the great advantage that would result from the establishment of a dâk communication, and as there are surplus funds available in the district, it cannot too soon be made.

Tinnevelly.

Letter to Commissioner, dated 10th August 1850.

135. I also annex a sketch map of the district of Tinnevelly, showing the lines at present occupied by the regular and district dâks, and those lines on which it is proposed that the latter institution shall be established. It is very desirable that the coast should be connected with the inland towns, and at present there is no direct communication south of Tuticorin, the whole of the sub-collectorate being situated in that part of the province; it is also desirable that the inland towns should be more immediately connected, and that the whole should have some direct means of forwarding letters to a regular post-office, and of corresponding with other towns in the neighbouring district of Madura. The surplus receipts in Tinnevelly, after paying all expenses, amount to between *Rs.* 800 and *Rs.* 900 a year, and the collector entertains no doubt, that if sanction were given for putting the district dâk into an efficient state, which could be done at an expense not exceeding 1,000 rupees per annum, the net revenue would very soon be as great, if not greater, than it is at present.

Guntoor.

136. It has been said above, that the institution is on a proper footing in Guntoor, where nearly the whole of the receipts are expended on its establishments; but as this province affords a good illustration of the pressing need that exists for an advance being now made in the district dâk in general, by opening lines of communication between neighbouring districts, I shall take advantage of the individual case to bring forward the general question.

Guntoor.

137. The following diagram shows the geographical position of the Guntoor collectorate as regards the neighbouring districts of Masulipatam, Cuddapah and Nellore, and it shows also, that an imaginary boundary line between the two towns of Reypilly in Guntoor, and Sallapilly in Masulipatam, stops all direct postal communication between them, although not ten miles apart, and necessitates the transmission of a letter from Reypilly to Guntoor, thence to Bezwadah, from Bezwadah to Masulipatam, thence again to Sallapilly; the total distance being upwards of a hundred miles. The postal means of inter-communication between

* Letters to Collector of Canara, dated 29th August and 2d September 1850.

1848–49:	*Rs.*	*a.*	*p.*
Collection	2,069	12	6
Disbursement	1,712	14	10
Surplus	356	13	8

between Junacondah of Guntoor, and the town of Cumbum, are, however, such as to make the case last adduced seem by comparison rapid and direct; for in this case, any one at the former town desirous of using the post for the transmission of a letter to the latter, must first forward it precisely in the opposite direction to Guntoor; thence it would proceed to Nellore, thence to Cuddapah, and would reach its destination by a circuit of 232 miles, the direct distance between the correspondents being very short indeed.

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Extension of district dâks to neighbouring provinces.

138. It is probable that many instances equally extravagant might be adduced from every province; it is certain that the want of inter-communication between towns of adjoining districts, not situated on a regular dâk road, is a very serious evil, particularly in populous and wealthy places. All collectors have expressed themselves desirous of seeing these connecting links established, and there can exist no doubt that they would be of great service to the mass of the people, and that the extended knowledge that they would bring to every village of the state of neighbouring markets would increase and extend their trade, and would often enable the ryott to make better terms for his produce at home, or to sell it with profit abroad. It would rest with each collector to fix the points at which these postal links should unite their adjoining districts, and it would probably be quite sufficient for the attainment of the object in view, that Government should draw their attention to the measure, and express its readiness to carry out the principle on which the district dâks were founded; namely, that the whole amount of their collections should be held available for their improvement, and that so long as the institution was self-supporting, a surplus revenue was not at present looked for. The institution is yet in its infancy, and needs care and attention to bring it to a mature state; that maturity it can never reach if its resources are thus early drained to fill the coffers of the State.

Runners to be substituted for peons where practicable.

139. Whenever there are surplus funds available, separate runners should be provided for the conveyance of the district dâks, from which duty it is very desirable that the peons of the Revenue and Police Establishments should be relieved. These establishments are in no district larger than necessity demands, and the withdrawal of any part for extra duties involves the employment of unauthorized substitutes, a necessity to which the native functionaries are driven for the performance of their official duties. Many of the collectors have urged this measure, representing how much their establishments are straitened under present circumstances, although in some instances many needless measures have been adopted, and the police establishment has been crippled to an extent which is quite uncalled for. In Cuddapah, for instance, the collector represented that 67 peons were detached for the conveyance of the dâk, and with the view of raising their pay from the ordinary rate of *Rs.* 3½ to *Rs.* 5 per mensem, a number of other peons were struck off the roll, and their pay taken to make good the augmentation; the number thus struck off is not definitively stated; but as the sum to be made up is given as *Rs.* 100½, it would require the pay of at least 27 peons, at *Rs.* 3½ each, to make it good, so that the total number of peons taken for this work would be 94, a demand which no Mofussil establishment could afford, and still maintain its efficiency.

Letter to Commissioner, dated 14th September 1850.

(True Extract.)

H. Forbes, Commissioner.

EXTRACT from REPORT of *Madras* Postal Commissioner to the Government of Fort Saint George, dated 23d April 1851.

ACCOUNTS.

Inland.

140. Under the head "Conduct of Business," it has been stated that all money received at the General Post-office on prepaid letters and parcels is paid to the shroff, who renders an account of his receipts to the checkers, and that they compare it with their own registers of prepaid letters. The amount thus checked, and found correct, is at once entered in the account current and daily report of postage kept by the manager and cash-keeper of the office. A similar entry is made of all money paid in by the delivering peons as the postage collected on bearing letters, and this report of postage collected is daily submitted for the signature of the Postmaster-general. The amount of postage actually realised is alone entered in the credit account of all post-offices, and the sums due are shown as an outstanding balance. The collections made at the several receiving houses on prepaid letters are remitted daily to the General Post-office, when the amount is compared with the letters before they are sorted for despatch.

Letter to Commissioner, dated 10th April, No. 134.

Steam.

141. The postage on steamer letters collected at the Presidency is checked and accounted for in a similar manner, and the amount carried in a separate account to the credit of Her Majesty's Postmaster-general. All steamer letters forwarded to the Mofussil are accompanied by a separate bill in duplicate of the postage due upon them, one copy of which is returned immediately to the General Post-office, with the signature of the local Postmaster, who thus acknowledges his accountability for its amount, and the other accompanies his general monthly account. Each Postmaster sends to the General Post-office a monthly statement of steam postage collected in both inward and outward letters, which is carefully compared with the abstract registers kept in the General Post-office of all letters sent and received.

Letter from Postmaster-general, dated 10th April 1850, No. 134.

received. An account current of steam postage is forwarded every quarter to London, the collections being remitted half-yearly; and Her Majesty's Postmaster-general has expressed himself highly satisfied with the order and regularity preserved.

Account current. Journals. Ledger.

142. A general account current of all receipts and disbursements at the General Post-office is given every month to the Civil Auditor, and from this and similar accounts prepared in each Mofussil office, two journals are prepared for the Civil Auditor and the Accountant-general; to the latter officer is also forwarded a ledger, of which, and of the journal, copies were annually transmitted to the Honourable Court of Directors.

143. The following is a list of the accounts which are each month transmitted to the General Post-office from each office in the Mofussil:—

1. Abstract Register of Letters received, A.
2. Ditto - ditto - despatched, B.
3. Ditto - ditto - Banghy parcels received, C.
4. Ditto - ditto - Banghy ditto despatched, D.
5. Ditto - - of the above, E.
6. Letter peons' account—one for each peon.
7. List of forward paid letters.
8. List of forward, bearing and returned letters.
9. Memorandum of aggregate number of letters received and despatched.
10. Statement, showing the number of steam letters from and to Calcutta.
11. Ditto - - - ditto - - - from and to Madras.
12. Ditto - - - ditto - - - from and to Bombay.

And the following is a List of General Accounts, made up from all the offices in each district:

13. Account current with the General Post-office.
14. Report of the Post-office collections, disbursements and balances.
15. Statement of the progress of the runners, and the salary paid to them.
16. Account particular of extra charges.
17. List of establishments.
18. Statement of the number of Southampton steam letters sent and received *viâ* Bombay.
19. Ditto - - ditto - - of Red Sea letters sent and received *viâ* Bombay.
20. Ditto - - ditto - - of steam letters sent and received *viâ* Calcutta.
21. Ditto - - ditto - - *viâ* Madras.
22. Account current of postage collected on account of district dâks.
23. Collector's receipts for surplus collections.
24. List of dâk stages.
25. Summary of the packet.

Their weight. Abstract Registers A, B, C, D and E.

144. I ascertained the weight of one set of these accounts from one Mofussil district, and found it to be 249 tolahs. Of all these accounts and statements, the first five are the most voluminous, and the information I have collected leads me to believe that their utility is in inverse ratio to their bulk; but as on a question of account and check the Government may naturally derive some further guide than my individual opinion, I shall quote from the replies given by the Postmasters to the following question, which was generally circulated among them.

"State whether by the Abstract Registers A, B, C, D and E, you could detect a post-office writer in destroying a paid letter, and embezzling the postage (1); whether you could detect a system by which two post-office writers, acting in concert, could send a number of letters to each other for regular delivery, not entering them in the accounts, and embezzling the postage (2); and if not, say what is the practical use of the registers (3), and of transmitting them to the General Post-office (4)."

Opinion of Postmasters.

Madura. "Two post-office writers might at present carry on fraud with very little fear of detection: the practical use of the registers is to render fraud difficult where there is no concert."

Nellore. "On examination, I find that no means whatever exist of detecting a post-office writer in destroying a paid letter by reference to the accounts of his office. The abstract registers are of no practical use in tracing a particular letter, and their only utility seems to consist in their showing the account of postage alleged to be received: the accounts are too voluminous to be subjected to regular supervision at the General Post-office, and even if examined, no advantage can result from such investigation."

Masulipatam. "The registers cannot of themselves suffice to point out the party by whom a fraud has been committed."

Bellary (Collector). "It is believed that the registers are practically of no use in detecting the frauds alluded to."

Ootacamund. "I could not detect the cases of fraud supposed in this query."

Cuddalore. "The fraud could not be detected by the abstract registers; their practical use is, that they show the number and description of letters despatched from and received at each station; they are useful as a record in the office, but their monthly transmission to the General Post-office I consider quite unnecessary."

Trichinopoly. "The abstract registers kept are insufficient to detect the frauds, and, under the circumstances named, are useless."

"The

"The transmission of the registers to head quarters I conceive to be unnecessary." Hyderabad.

"The frauds here mentioned may be practised with impunity; they cannot be detected by the abstract registers." Cochin.

"To neither instance of fraud supposed would the abstract registers afford the slightest clue." Mysore.

"There are no means of detecting the first crime if no complaints be made, and even then it would be difficult, and the second cannot be detected: if it be considered inexpedient to abolish the abstract registers altogether, their transmission to the General Post-office may, with propriety, be dispensed with." Rajahmundry.

"The abstract registers would not be the means of detecting a Post-office writer." Cuddapah.

"The two cases of supposed fraud could not be detected by the abstract registers." Guntoor.

"1st. Detection would be next to impossible; 2d. It is not practicable to discover any fraud committed in the way referred to." Salem.

"The keeping of the registers enables the Post-office writer to ascertain the number of letters, with their postage, received and despatched; there does not, however, appear to be any sufficient reason for transmitting them to the General Post-office."

The Postmasters of Tanjore and Ganjam believe that the stamped receipts given for letters would detect the frauds, which would not, however, be the case, as the receipt only acknowledges that the lost letter was posted, which the Post-office will admit, and does not prove that it was not lost on the road, or at the office to which it was despatched, as the Post-office writer will affirm; and the only officer in favour of the retention of the registers is the Postmaster of Tinnevelly, who, however, admits, "that it might not be possible, by their means, to detect systematic fraud." Tanjore and Ganjam. Tinnevelly.

The Deputy Postmaster-general is in favour of the abolition of the registers, and it is admitted by the Postmaster-general that they are only rarely examined in the General Post-office. Letter to Commissioner, dated 10th April 1851. No. 134.

145. From the above, it appears that these registers are absolutely ineffectual in preventing fraud; that their transmission to the Postmaster-general answers no useful end whatever, and that by almost unanimous agreement of the postal authorities they may safely be dispensed with. Inutility of the Abstract Registers.

146. Of the remaining accounts, Nos. 6, 17 and 24, appear very unnecessary burthens both for the runners to convey to the Presidency and for the offices in the Mofussil to prepare. The letter-peons are responsible to the office they are attached to, the head of which must make good any deficiency which the carelessness of a peon may cause, and the transmission to the Postmaster-general of each peon's detailed monthly account answers no useful end. No. 6.

147. The establishments in the Mofussil Post-offices are very seldom changed, and if it be necessary that the Postmaster-general should be informed of every alteration, which is, however, very questionable, it would be quite sufficient that a letter should report the change, and the monthly report be discontinued; but if the list of establishments, which may occasionally vary, be a needless document to forward, how much more so is the list of dâk stages which never vary at all? From month to month a fresh copy of an old account is transmitted, and that its utter inutility has never occurred to the Postmaster-general, and instigated him to relieve the Mofussil offices and the runners from the burthen of its preparation and conveyance, is an additional proof of how much the general control of the department is at present a mere matter of routine, and how little attention is bestowed on the practical working of its system. No. 17. No. 24.

(True Extract.)

H. Forbes, Commissioner.

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MEMORANDUM.

Conduct of Business at the Bombay General Post-office, and Subordinates.

In the Bombay General Post-office there is a Postmaster-general, on a salary of *Rs.* 2,000 per mensem, with a deputation allowance of *Rs.* 10 per diem while on a tour of inspection; and a Deputy Postmaster-general, with a salary of *Rs.* 500, and an allowance for house-rent of *Rs.* 150 per month. The deputy formerly resided on the premises, but he was subsequently permitted to live elsewhere, owing to the alleged unhealthiness of the General Post-office.* General Post-office.

2. The duties of the Postmaster-general include the general control of the department, and the

* *Note.*—The present incumbent also draws a personal allowance of *Rs.* 100 per mensem, not charged to the Post-office department.

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the management of the Bombay General Post-office; in these he is assisted by the deputy. A Post-office committee, which sat in Bombay some years since, endeavoured to lay down in precise terms what particular duties should devolve on each officer, but in practice they are not accurately distinguished or divided from one another, the specific duties assigned to the deputy depending a good deal on the Postmaster-general for the time being.

3. In the absence of the Postmaster-general on a tour of inspection, the whole of the duties of the Bombay General Post-office are performed by the deputy.

4. The business of the General Post-office is divided into the following departments:

Cash and Account.	Outward.
Correspondence.	Banghy.
Inward.	Steam and Ship.
Posting.	Pre-payment.

5. The General Post-office consists of a centre building, with an upper story, and two projecting wings of one story: in the right wing the business of the Inward, Posting and Banghy Departments is conducted; and in the left that of the Steam and Ship and the Pre-payment Departments. The Cash and Account and Outward Departments are in the centre building, and the Correspondence up-stairs.

Cash and Account.

6. The Cash and Account Department consists of a head accountant and cashier, an assistant and two clerks: the duties devolving on the head accountant and cashier, and his subordinates, are thus explained by the Postmaster-general:

"His (the head accountant's) duty is, first of all, to verify the correctness of all postage on prepaid letters as entered in the book of the registrar, compared with the entries in the books of the despatching clerks; to see that all sums received by the shroff or receiver are duly accounted for daily, and entered in the cash-book; examines the cash accounts rendered monthly by the subordinate Postmasters; drafts letters connected with the Account Department of the office; prepares explanations for checks made by the civil auditor, and frames all returns and accounts required by the accountant-general and Government, as well as the annual journal and ledger, embracing all the pecuniary transactions of the Postal Department.

"His assistant frames a general cash account from the cash accounts of the general and subordinate Post-offices, for submission to the civil auditor, and sees that the vouchers connected therewith are properly numbered and endorsed; when the cash accounts are received, endorses them, and examines the accompanying vouchers; points out any omissions or irregularity; keeps a register of all contingent bills, examines and submits them for pre-audit, and advises the subordinate Postmasters when the bills are returned by the civil auditor duly passed; prepares annual contrasted statement of allowance and establishment, and assists the head accountant in framing the annual accounts, &c.; copies and frames several documents relating to the Account and Cash Department as current work.

"First clerk frames the journal and ledger from the rough sheets prepared by the head accountant; copies the general cash account, and other documents for submission to the civil auditor, accountant-general and Government, monthly, quarterly, half-yearly and annually; prepares all the contingent bills of this department; copies annual account current, and several documents as current work.

"Second clerk adjusts the peons' accounts of postage collected on the previous day, copies annual journal, monthly actual statements of receipts and disbursements, as also monthly register of increase and decrease, and extracts from the audits for transmission to the subordinate Postmasters for their explanations, and generally makes himself useful."

Accounts.

7. The daily actual cash transactions of the several departments of the office are shown in an account, called the "Cash Collections Book," or daily cash account; in this book are entered, on the credit side, under the head of Receipts, all sums realized as postage, whether for letters, newspapers or banghy parcels, and on ship and steam covers.

Vide No. 2, A.

8. Under the head of Inward Collections are exhibited the postage realized daily by the window delivery, and by the delivery peons, on account of all letters, papers and parcels distributed. On the following morning the peons account for the disposal of the letters, &c. given to them for delivery; a register is kept of the postage on bearing letters delivered to the peons; it shows the postage due on the covers made over to each peon every day, and the balance due on any letters remaining undelivered; this is carried forward to the next day's account, and the total postage on all the letters delivered, paid over to the cashier; the amount, received on bearing letters delivered at the window, is paid every day to the shroff of the office, who passes a receipt for the amount on the window-book.

Vide No. 3, A.

9. A register is also kept, showing how all the bearing letters received in the office have been disposed of; but, as now kept, it merely exhibits the number of letters, and not the postage due on them; on this subject the Postmaster-general says, "The column (that intended to show the postage) is left blank, because it has been found that to fill it up would require very minute and careful examination, thus causing great delay in the delivery of letters; a simple register, showing the number of bearing letters received, and how disposed of, is considered sufficient; and to attempt more than this is impossible with the present limited establishment in the Inward Department."

10. A more perfect system for registering all letters passing through the office was formerly attempted;

attempted; but it, Mr. Ravenscroft states, "had to be abandoned, because it was found to involve more labour than could be spared from other work, and to cause delay, by reason of the necessity of examining the peons' books daily."

11. Under the head of Outward Collections are shown the daily receipts on account of all letters, papers and parcels, the postage of which is paid in advance, posted at the General Post-office,* and at the four subordinate receiving houses; a nominal register of all covers on which the postage is prepaid, is kept in a book set apart for the purpose in the office; on the following day the registry clerk examines the books of each despatcher, and tests the entries in them by those in his register of paid covers; the amount, after being found to be correct, is paid over by the shroff or receiver to the cashier of the office, and he pays it with other monies received in the course of the day into the Bombay bank.

12. The Postmaster-general remarks on the subject of paid letters—"Under such a system it is impossible that a paid letter can be made away with in this office, unless the receiver, the registrar and the despatcher combine; such a combination is not likely to take place; I have never known an instance in which a paid letter has been made away with."

13. Steam and ship postage is collected and kept distinct from inland postage: the amount paid over to the cashier daily by that department of the office is separately shown in the cash collections book; but the clerk in charge of the Ship Department renders an account of the collections only once a month. Any other receipts in cash, such as registration fees, &c., are brought to account in this book. *Vide* No. 8, B.

14. On the debit side are exhibited the daily cash disbursements; such as payments to mail contractors, salary to establishment, &c.; and the balance of cash remaining in hand at the close of the day, both in deposit in the Bank of Bombay and in hand, is struck, and carried over to the next day's account.

15. This account is written up and adjusted every day, and is signed by the Postmaster-general, or, in his absence, by the Deputy.

16. Two monthly cash accounts are prepared at the end of the month; the one is the account of the General Post-office itself; the other, which is rendered to the civil auditor, is a general account which embodies the accounts of the Bombay office, and the monthly cash accounts of the subordinate postmasters, all of whom submit their accounts through the Postmaster-general.

17. A monthly statement of all receipts and disbursements in the postal department is likewise rendered to the Accountant-general, to whom also is submitted annually the journal and ledger, which embody all the cash accounts, with the receipts and charges classified under appropriate heads.

Steam Postage Accounts.

18. In the Bombay General Post-office great attention is paid to the steam postage accounts, and the subordinate offices are made duly to account for the steam postage on all letters despatched and received by them.

19. The letters to be despatched from Bombay to other offices are first of all entered in letter bills,† of which files are kept in the office for register; these are, after the letters have been despatched, divided into Presidencies, and arranged alphabetically, according to post-offices, and from them statements are prepared, one for each Presidency, showing the name of the office to which steam letters were sent, the date of the letter bills accompanying them, the number of letters sent, and the amount of postage due; and the totals of these show the aggregate number of letters, and the postage to be recovered from each Presidency.

20. A memorandum is prepared in the General Post-office, showing the number of letters bearing postage received by the Overland Mail, and the postage due on them; below this is entered the way in which the whole of these have been disposed of; the number put down as having been forwarded to post-offices under other Presidencies being taken from the statements above adverted to.

21. On the return of the duplicate letter bills, these statements are checked by them, and any discrepancies noticed and adjusted.

22. For letters on which steam postage is prepaid, in like manner, four books are kept in the Bombay office, one for each Presidency. In these are entered the number and postage of all prepaid letters received from each post-office under each Presidency; these are added up on the despatch of the mail, and the amount due by each Presidency is struck. From these, statements are prepared once a month, and sent to the Postmasters-general of the other Presidencies, showing the amount of postage for which the Bombay Office takes credit,

* *Note.*—The postage received on paid letters posted at the Receiving-houses, is sent in with the letters, and a list, every day, to the General Post-office.

† *Note.*—These letter bills are sent in duplicate to all Post-offices under the control of the Postmasters-general of Bengal, Madras and the North-western Provinces, in order that one may be returned duly receipted to the Office of Dispatch, and the other accompany the Steam Postage Accounts submitted by the Post-office to the head of its department.

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credit, on account of letters despatched prepaid by all the offices under their control, and similar monthly statements of unpaid letters sent to post-offices in the other Presidencies are forwarded to the respective Postmasters-general, in order that they may see that the amount due on such letters is recovered, and duly credited to the Bombay Office.

23. Each postmaster subordinate to the Bombay Office prepares and submits to the General Post-office a monthly account of steam postage. In this he enters the number and postage of all letters received by him from and despatched to the Presidency towns; he adds to this the postage on forward letters received from other offices, and deducts that due on letters sent to other offices, transmitting their return chellans as vouchers; and the net amount shown must agree with that credited in his cash account under the head of Steam Postage.

24. These statements are examined in the General Post-office, and compared with the lists kept there, and those received from the other Presidencies, and all discrepancies are noticed and corrected.

25. An abstract of steam postage realized at the Bombay General Post-office on bearing letters received, and on paid letters despatched, is prepared every month in the Steam Department of the office, and made over to the accountant. This abstract exhibits separately the amount of postage collected in the office on the arrival and despatch of each overland mail, and to and from China (by the Peninsular and Oriental Company's steamers), as well as the sums realized during the month on account of remaining letters delivered.

26. At the foot of this abstract a memorandum is prepared from the statements furnished by the Postmasters-general of Bengal and Madras, showing the amount of steam postage due on bearing letters sent from their offices to Bombay and its subordinate offices.

27. The accountant compares the items entered in the above abstract with the amount shown in the daily accounts as paid by the Steam Department to the cashier; the total sum exhibited in the abstract is then carried in the accounts to the head of steam postage, and the Postmaster-general of Bombay is debited with the amount shown to be due to the Bengal and Madras Presidencies; the statements furnished by them being first of all examined, and any discrepancies noticed and adjusted.

28. Quarterly abstracts of steam postage due to the Bengal and Madras Presidencies are prepared and furnished to the Accountant-general for submission to the Accountants-general of those Presidencies.

29. Monthly statements of receipts and disbursements are also furnished by the Postmaster-general to the Accountant-general. In these the aggregate amount of steam postage collected in Bombay and at the subordinate post-offices, as shown in the cash accounts, and accounts of steam postage, which accompany them, is entered under the head of Steam Postage Collections.

30. This amount, together with that realized at the other Presidencies on account of unpaid steam letters, received and paid letters despatched *viâ* Bombay (of which their Accountants-general inform him) is remitted, by the Bombay Accountant-general, to Her Majesty's Postmaster-general in London; the Accountant-general furnishes the Postmaster-general with a statement, showing the amount remitted on account of realizations at each Presidency; and he takes credit for it in his quarterly accounts with the London office.

31. A separate nominal register is kept of forward and returned letters, received from other offices, showing how they have been disposed of. From it four statements are prepared once a quarter, one for each Presidency; these are sent to the Postmasters-general, who take credit for the amount of postage exhibited in them, in their accounts with the Bombay office.

32. As no accounts are received from the Post-offices of Hong Kong, Singapore, Penang and Colombo, credit is taken in the quarterly accounts rendered to the London office, for the steam postage of letters forwarded to them, and the return duplicate letter bills are transmitted as vouchers for the amount debited on that account.

33. An account current is kept and furnished quarterly to the London General Post-office. On one side the Bombay General Post-office is debited with the amount of steam postage due on letters sent to or despatched from India *viâ* Bombay, and on the other it is credited with the amount of postage on British and Foreign letters passing through the General Post-office to and from all places eastward of India, on mis-sent, re-directed, dead and returned letters, and with the remittances made to London during the quarter; a balance is then struck, and brought forward in next quarter's accounts.

34. The entries on the debit side are supported by vouchers showing the sums due on the letters received or despatched during the quarter, which must agree with the entries in the letter bills and those on the credit side; by vouchers showing the amount credited to Bombay, on all covers passing through the General Post-office to and from places to the eastward of India (on such covers credit is given to the Indian Office, at the rate of *4d.* on every letter, and *2d.* on every newspaper); by vouchers showing the postage due on mis-sent,

sent and misdirected letters, forwarded to other offices, and on dead letters returned to England, &c.; and by a voucher showing the sum remitted during the quarter, by bills drawn on the Honourable Court, in favour of Her Majesty's Postmaster-general. App. (C.), No. 3.

35. A memorandum from the Postmaster-general will be found in the Appendix in further explanation of the accounts of steam postage kept in the Bombay office. Marked C.

36. The Correspondence Department employs three clerks, who attend from 10 A.M. to 5 P.M., and conduct the duties usually appertaining to the copying and recording of letters despatched and received, &c., &c. Correspondence.

37. The duties of the Inward Department are performed by a head clerk and seven subordinate clerks, who attend every day from 7 A.M. to 3 P.M. All mails from the interior of India are opened, sorted and distributed in this department. On the arrival of the mails the hour is noted; the packets are then weighed, and compared with the lists and telegraphs. Inward.

38. The packets are next opened, and their contents compared with the chellans; letters and papers are sorted into "Bearing," "Paid," "Free and Service;" they are then stamped with the date of receipt in the General Post-office, containing also the letters A.M. or P.M., according as they are intended for the morning or afternoon delivery.

39. They are next sorted into the different beats of the delivery peons,* letters usually delivered at the window being separated from the rest; these are entered in the window-book, and made over to a clerk for delivery; the others are registered in the peons' books (these books show the names of the addressees, and amount of postage due in the case of bearing letters, and the station from whence the letters were received, and there are columns for the receipt of the party, and also to show how any of the letters not delivered were disposed of); this being accomplished, the hour is noted in each Delivery Book, and the peons start from the office. *Vide* No. 1, A.

40. The covers to be delivered at the window are sorted into pigeon-holes, according to their addresses; the principal merchants, houses of agency, the banks and newspaper proprietors have each a pigeon-hole, and the public offices in Bombay also; and as the window delivery is generally made before the delivery peons leave the office, any person calling for his letters is able to receive them at the window, instead of allowing them to be taken to his house by the peon whose duty it is to deliver letters in his neighbourhood. There is a separate window in this wing of the General Post-office for the delivery of paid and bearing letters, and another for service and free letters.

41. Forward letters are registered here, and made over to the Despatch Department; the chellauns received with the inward mails are registered in a separate book for each line, and subsequently returned to the despatching offices.

42. A register is kept of all bearing letters, in which the number of letters received from each line every day, and the mode in which they have been disposed of, is shown; but, as already stated, the amount of postage due is not entered; there is, therefore, no account forthcoming from which the total postage to be accounted for on all the bearing letters received in the office for delivery can be ascertained.

43. The register of the letters delivered at the window, and of the bearing letters delivered to the peons, showing the postage for which they are accountable, is kept in this department; it is adjusted every day, and no balance, except on account of the postage on undelivered letters in their possession, is allowed to remain with them.

44. The Postmaster-general states, in reply to some questions I put to him in connexion with this subject—"The accounts and books are carefully examined daily and monthly by the head accountant and cashier, and occasionally by the Postmaster-general and the Deputy.

"No instances of fraud have ever been reported to me, nor am I aware that any have ever occurred.

"There are two classes of forward letters, those received here for despatch by land to other parts of India, and those received for despatch by sea. These forward letters are all registered in the Inland Department. On those intended for despatch by sea, no postage is recoverable in Bombay; and with respect to those despatched by land to other parts of India, the postage due thereon being recoverable at the place of delivery, and not in Bombay, we have no means of knowing whether the postage is or is not realised.

"The superintendent of the Inward Department keeps a memorandum of the number and amount of postage leviable on all unpaid letters, &c. made over to the office window delivery clerk, and examines the delivery book every day, the postage being paid to the shroff, who passes a receipt for the same.

"The superintendent and the clerks are a check upon each other; but if they all combine, which I think is scarcely possible, to embezzle, there is no check against their doing so.

"Yes; a receipt is given (for letters transferred to the Ship Department), but it does not show the amount of postage either paid or due on such letters.

"Letters

* *Note.*—For the morning delivery there are 17 peons; and for the afternoon 9.

"Letters transferred to the Ship Department for despatch seaward are all pre-paid; sometimes bearing letters are received, and when this occurs, which is very seldom, the Postmaster at the inland post station is written to, to recover the postage (which ought always to be pre-paid) from his clerk.

"A simple receipt is given for all dead, refused and unclaimed letters; all such letters originally received from Europe are returned periodically to the London General Post-office, and the Indian postage due on them is lost to the State, there being no means of recovering it. With respect to dead, refused and unclaimed letters posted in India for delivery in India, a register is kept of them in the Dead Letter Office, and the postage, when recovered, is paid to the shroff of this office, the account being examined by the head accountant. With the view of establishing a more effective check, I have directed that all the dead letters, &c. be numbered and registered alphabetically, and that a return be rendered monthly, showing the number received and disposed of, and the balance on hand.

"With respect to letters for the Governor and staff, they are delivered daily to a trooper, with a memorandum showing the amount of postage due thereon; the amount, when paid, is carried to the credit of Government; as regards letters 'not called for,' a register is kept, in which the date of delivery is marked, and the register is examined monthly by the head accountant.

"Letters are transferred from the Inland Department to the Ship, the Overland and the Despatch Departments. With respect to letters transferred to the Ship Department, there is no responsibility, as they are returned to England. As regards those transferred to the Overland Departments, the responsibility rests on the superintendent, who keeps a detailed register, which is examined monthly. In respect to those transferred to the Despatching Departments, there can be no responsibility beyond that of despatching them, the postage being recoverable at the office of receipt.

"The native letters, or letters addressed in the native language to natives, are made over to the havildar, whose duty it is to distribute them among the delivery peons, in whose puttees or books they are registered. A memorandum is kept of the number delivered to the havildar, and that memorandum is compared with the peons' delivery books. I am not aware that a more effective check can be established."

45. The Delivery Department of the General Post-office consists of 30 peons, who wear badges, numbered from 1 to 30; of these, 17 belong to the morning delivery, and nine to the afternoon delivery; one is assigned to the secretary's office, one to the harbour, and two to distributing ship letters in the fort.

46. These peons receive *Rs.* 8 each, and are able to read and write the native language, but are not acquainted with English.

47. The town and island of Bombay is, for the purposes of delivery, divided into the following beats or walks, for the morning and afternoon deliveries:—

MORNING DELIVERY.

No. of Badge.		No. of Peons.
1.	Colaba - - - - -	1
2, 3, 4, 5, 6 & 7.	Fort - - - - -	6
8.	Esplanade - - -	1
14 & 15.	Girgaum, Mohaluxinee and Malabar Hill -	2
12.	Kalbadavee and New Town - - -	1
11.	Moombadavee - -	1
13.	Kazee Molla and Bendy Bazar - - -	1
9.	Memon Bazar and Mandavee - - -	1
10.	Boree Bunder and Mazagon - - -	1
16.	Byculla and Parell -	1
17.	Chunchpooglee and Sevree	1
	Secretary's Office - -	1
	At the Harbour - -	1
	For distributing Ship Letters in the Fort -	2
		21
	Add - -	9
	TOTAL - - -	30

EVENING DELIVERY.

	No. of Peons.
Colaba - - - - - -	1
Fort - - - - - - -	3
Esplanade - - - - - -	1
Girgaum, Mohaluxinee and Malabar Hill - - - - - -	1
Kalbadavee and New Town - -	1
Moombadavee - - - -	none
Kazee Molla and Bendy Bazar -	ditto
Memon Bazar and Mandavee -	ditto
Boree Bunder and Mazagon -	1
Byculla, Parell and Chunchpooglee	1
	9

48. A map, showing the limits of each peon's walk, is kept in the General Post-office.

49. From the above it will be seen, that out of the 30 peons employed for the distribution of letters, 12 deliver within the Fort walls alone; viz., six for the morning delivery, three for the afternoon, one for the secretary's office, and two for ship letters; while there is no second

second delivery at all in three very important divisions of the native town; viz., Moombadavee, Kazee Molla and Bendy Bazar, and Memon Bazar and Mandavee. App. (C.), No. 8.

50. Some of the walks are of very great extent, as well as at a great distance from the General Post-office, peons Nos. 14, 15, 16 and 17 particularly; no accelerators are made use of, and, except on the arrival of the Overland mail, when letters to some influential parties are sent out in buggies, the whole delivery is made on foot.

51. The first delivery is made as soon as the mails received during the night, and the morning Poona mail, which brings the most important posts from the Calcutta, Madras and southern lines, have been sorted and prepared; it takes about two hours to prepare the mails for delivery; the peons generally leave the office between nine and ten; and the second delivery is made at 3 P. M.

52. The peons who deliver letters in the Fort, on the Esplanade and Colaba (Nos. 1 to 8) return to the office the same evening, the others not till the following morning.

53. The delivery peons are not allowed to give credit, and must, on their return to the office, produce either the postage on letters delivered, or the undelivered letters themselves.

54. The duties of the posting department are performed by four clerks, two of whom attend from 10 A. M. to 6 P. M., one from 11 A. M. to 7 P. M., and the fourth from 12 to 7 P. M.; the manner in which the business is conducted is as follows:— Posting.

55. Letters and newspapers for despatch to places in India are posted in the right wing of the building; three windows are set apart for the purpose, one for paid, one for bearing, and the other for service and free.

56. They are brought to the office by the senders or their servants, accompanied, for the most part, by a dawk book, or slip of paper, in which the address of each cover is separately entered; and the receiver has to affix a stamp opposite, or on each address, in token of receipt, and in the case of paid letters insert the postage.

57. Paid letters are received by the shroff of the office, who is responsible for the due collection of the postage; he stamps them, and marks on each the amount of postage paid; they are then made over to the registrar, who copies the addresses into a book for the purpose, with the amount of postage on each, and then puts them into a box, finally making them over at the proper time to the despatching clerks, each of whom takes such as belong to his particular line.

58. The bearing letters and papers are received by a clerk at the window; while another clerk receives free and service covers; they stamp and sort them into a box containing eight compartments, corresponding with the eight lines of post into which the business of the Despatch Department is divided, and they are afterwards taxed by the despatchers; letters intended for local delivery, posted at the General Post-office, are not dropped into this box, but are kept separate, and, if posted before 3 P. M., are sent out with the afternoon delivery.

Outward Department.

59. In this department nine clerks are employed, who attend from between 11 A. M. and noon, and remain till their mails are despatched from the office. Outward.

60. The business of the General Post-office, as far as the despatch of the Inland Mails is concerned, is divided into the eight following lines, to each of which, with the exception of the north-west line (to which, owing to the heavy duties belonging to it, two clerks are attached), one clerk is assigned:—

1st. Guzerat and Scinde.
2d. Southern Konkan and Madras.
3d. The North Western.
4th. Poona and Hydrabad (Deccan).
5th. Calcutta.
6th. Dharwar and Colombo.
7th. Nagpoor, and
8th. Mhow.

61. The despatching clerks in the afternoon take the letters from the box into which they have been dropped by the receivers, and carry them to their tables, where they weigh and tax the bearing letters, and arrange them according to the stations for which they are intended; they are then numerically registered and entered in a chellaun, after which they are made up into packets, together with the paid letters, &c.; the packets are then weighed, and put into wallets, a telegraph accompanying each, specifying the hour of despatch and the number of packets and wallets for each line.

62. A memorandum from the Postmaster-general, in explanation of the chellauns and telegraphs in use in the Bombay Post-office, will be found in the Appendix. Marked D.

63. When the chellauns are returned from the Post-offices in the interior, they are compared by the despatching clerk with his book, and an entry made of the date of receipt of the mail at the station from which the chellaun is returned.

Banghy Department.

Banghy.

64. A window is set apart in the right wing of the office for the receipt of all banghies, paid, bearing and service; a register is kept of pre-paid parcels; and bearing and service banghies are also registered as despatched.

65. A chellaun accompanies the parcels sent to each station; in it are entered the address, the weight, and whether paid, bearing or service, of each parcel, and a duplicate of this is sent on by letter dawk. The chellaun is returned duly receipted, on the arrival of the parcel.

66. Banghy parcels received for delivery from out-stations are entered in a book kept for the purpose, their address, weight, amount of postage, and whether bearing, paid or service, being given, and the chellauns accompanying them are returned receipted by letter mail. The parcels are entered in the delivery peons' books, and are disposed of in the same manner as letters, the postage on bearing parcels being similarly accounted for: they are delivered by the same peons who take out letters; this the Postmaster-general considers objectionable.

67. There are four clerks in the Banghy Department; the head clerk receives *Rs.* 55 per mensem, the three others *Rs.* 30, *Rs.* 15, and *Rs.* 10 respectively.

Ship and Steam Department and Pre-payment.

68. The Ship and Steam Department and the Pre-payment Department, which is, properly speaking, a part of it, are in the left wing of the General Post-office; four clerks are employed in the former and five in the latter; but on the arrival of the Overland mail the whole strength of the office assists in its disposal.

69. The Overland mail it was originally intended should be landed from the Custom-house Wharf, at the back of the General Post-office; owing, however, to the landing place not being approachable at all times of tide, and for other reasons, the mails are now generally landed at the Apollo Pier, distant a few hundred yards from the office; from thence the boxes are brought on men's heads: some saving of time might possibly be effected by the employment of a light horse-van for this purpose.

70. On the arrival of the Overland mail in the office, the boxes are brought into the large centre room, where they are counted, to see that they agree with the number entered in the time bill; they are then opened, and the letters and papers distributed to the proper departments for disposal.

71. In the Steam and Ship Office all paid letters and newspapers for residents in Bombay are sorted; and in the Steam Pre-payment Office (another room in the same wing) the letters received from England *viâ* Southampton, bearing steam postage, and those from Foreign Europe *viâ* Marseilles, and from Egypt, are disposed of, being first counted, and the amount charged on them compared with that entered in the letter bills. *Vide* No. 11, B.

72. As soon as the letters have been sorted alphabetically, according to address, and arranged, the outer door is opened, and the window delivery commences, separate windows being assigned for paid letters and for those bearing postage; all letters not so disposed of, are afterwards given to the peons for delivery.

Vide No. 9, B.

73. The paid letters are not registered in the peons' puttees or books; the Postmaster-general stating, that "to register them would take up more time than the impatience of the community would tolerate;" the bearing letters are entered in the peons' registers, with the amount of postage to be collected; on the return of the peons to the office, they deliver their accounts to the steam department, and their collections are made over to the shroff, whose receipt is taken: the undelivered letters, after being advertised, are, after a period of six months, if the addressees are still undiscovered, returned to the London General Post-office, and credit taken for their postage in the quarterly accounts. Steam paid letters for out-stations are made over to the despatching clerks, to be forwarded in the same manner as ordinary letters; those bearing postage are despatched with steam letter bills, in which their number and amount of postage due are entered; on the label of each packet the inland postage is noted; it is also entered in the general chellaun, which the despatching clerk sends with the mail to each station; and an account is afterwards made out, showing how all the bearing letters received by the Overland mail have been disposed of. *Vide* No. 10, B.

74. In the Steam and Ship Office all Overland unpaid letters posted in Bombay, and received from all ports of India, are disposed of; they are first sorted into two divisions; one *viâ* "Marseilles," the other *viâ* "Southampton," these again being subdivided into two heads, "London" and "Miscellaneous;" they are then made up into packets of 50 letters each, and labelled, packed in boxes, and despatched with the proper letter bills. *Vide* Nos. 1 & 2, B.

Vide No. 3, B.

75. In this office also letters received from and posted for despatch seawards are disposed of; on the arrival of a ship's mail, it is opened and compared with the certificate or letter bill usually accompanying it; or if there be no bill, the letters are counted, and a receipt given; the letters are then stamped, weighed and taxed, and entered in a book kept for the purpose; such as are called for, are delivered at the window, and the rest made over to the delivery peons, being first entered in their puttees.

Vide No. 4, B.

76. Letters, &c. received for despatch seawards are stamped when posted, and kept till an opportunity offers; when they are made up into packets and sent on board, a receipt being *Vide* Nos. 5 & 6, B.

taken

taken for the mail, a list is kept of the contents of each mail, and a letter bill accompanies it. App. (C.), No. 3.

77. Letters received from and despatched to China, and settlements to the eastward, are likewise disposed of in the ship office; they pay what is called "British Packet Postage," analogous to steam postage; each mail is despatched with a letter bill, which is sent by the receiving office direct to the General Post-office, London. *Vide* No. 7, B.

78. During the rainy season, when the mid-monthly mail is discontinued, packets are made up in this office to meet the Peninsular and Oriental steamer at Madras; a register of such of these letters as are posted in Bombay is kept.

79. In the Steam Pre-payment Office all pre-paid letters for England *viâ* Southampton and for Foreign Europe and Egypt are posted, and those received from out-stations disposed of. These letters are stamped "India paid," and the postage levied, marked on them in English currency. Letters for the United Kingdom are tied up in bundles, each valued at 5*l.*, and the total amount of postage is entered in the letter bill: the postage realized in this office is paid over daily to the shroff, who passes a receipt.

80. Letters for Foreign Europe *viâ* Trieste, for places in the Mediterranean, and for Alexandria, are put into the Alexandria box; and those for Cairo, Suez, Bagdad and the Persian Gulf, in the Suez box; the amount of postage collected on these letters is entered in the letter bill.

81. In respect to steamer and ship mails, the Postmaster-general states—"Beyond the stamp given to the posters, there is no guarantee that the number (of letters) posted in Bombay, or received from the interior, are actually despatched. But every precaution is taken; they are locked up carefully, and as they are sorted in a large room, where a number of persons are employed and constantly moving about, I have no reason to believe that any are abstracted, though they certainly might be so, by a person dishonestly inclined."

"A ship mail is always opened by the clerks in presence of the superintendent of the Ship Department, and unless they all combine, which is very unlikely, no embezzlement can take place. Should they combine, there is no possibility of preventing embezzlement."

"All ship letters are registered in a book kept for that purpose, and such register is compared by the superintendent with the peons' delivery books, and such register is examined monthly by the head accountant."

82. The steam postage accounts explained above, under the head of "Accounts," are prepared and kept in this department.

83. The travelling returns of all the inland mails, though quite unconnected with the prepayment of steam postage, are examined, and the monthly statements, for submission to Government, prepared by one of the clerks of this department, who also keeps register books of all the road telegraphs.

84. There is no separate dead letter department in the Bombay General Post-office; the dead letters are in charge of the Ship Department. All rejected and unclaimed letters, as well as those for parties who cannot be found, remaining undisposed of in the inward department, are made over to the Ship Department; the two latter classes are advertised in the Government Gazette every three months, and the former are opened to be returned to the sender. Dead Letters.

85. Letters addressed to natives in the native language are not advertised; the Postmaster-general states—"The inutility of publishing the addresses of such letters in the Government Gazette must be obvious, as that publication is not likely to be seen by the obscure persons in the interior to whom the letters are addressed, or by those of probably equally obscure origin by whom they are posted."

86. A statement, showing the number of all rejected, dead and unclaimed letters for the year 1849, as furnished by the Postmaster-general, is subjoined.

No. 1.

RETURN, showing the Number of COVERS rejected Unopened in *Bombay* during the Year 1849, and returned by Post to the Senders.

Total Number of Rejected Bearing Letters.	Inland Postage.	Rejected Foreign Letters.	Inland Postage.	Rejected Native Letters.	Inland Postage.	Rejected Foreign Newspapers.	Inland Postage.	Rejected Country Newspapers.	Inland Postage.
	Rs. a. p.		*Rs. a. p.*		*Rs. a. p.*				*Rs. a. p.*
1506 - -	212 11 6	- - 134 - -	38 14 6	- - 1372 - -	173 13 –	- - - -	- - - -	- - 44 - -	9 4 –

No. 2.

RETURN, showing the Number of COVERS rejected Unopened in the *Mofussil*, and returned to the General Post-office in 1849.

Total Number of Refused Bearing Letters.	Postage.	Number on which Postage has been Recovered.	Postage.	Number of Refused Letters Remaining.	Postage.	Number of Bearing Newspapers.	Postage.	Number of Bearing Letters returned to Europe.
	Rs. a. p.		*Rs. a. p.*		*Rs. a. p.*		*Rs. a. p.*	
203 - -	71 5 –	- - 85 - -	35 2 –	- - 118 - -	36 3 –	- - 87 - -	18 15 –	- - none.

No. 3.

RETURN, showing the Number of Dead and Unclaimed COVERS received at the General Post-office during the Year 1849.

Number of Unclaimed Letters and Papers remaining in 1849.						Number of which the Addressees have since been found.			Number of Letters and Papers returned to Europe.			Number of Letters still remaining Unclaimed, and the Amount of Postage due thereon.					
Number of Paid Letters.	Number of Bearing Letters.	Postage.	Number of Paid Newspapers.	Number of Bearing Newspapers.	Postage.	Number of Bearing Letters.	Number of Paid Letters.	Postage.	Number Bearing of Letters.	Number of Paid Letters.	Postage.	Number of Bearing Letters.	Number of Paid Letters.	Postage.	Number of Paid Newspapers.	Number of Bearing Newspapers.	Postage.
		Rs. a. p.			*Rs. a. p.*			*Rs. a. p.*			*Rs. a. p.*			*Rs. a. p.*			*Rs. a. p.*
22	7622	910 – –	- -	1633	243 3 –	66	- -	23 – –	352	- -	138 13 –	7205	- -	748 2 6	22	1633	243 3 –

No. 4.

RETURN, showing the Number of Dead and Unclaimed COVERS received from the Out-Station Post-offices at the General Post-office during the Year 1849.

Number of Letters and Newspapers received from Out-Stations during the Year 1849.						Number of which the Addressees have since been found.						Number of Letters still remaining, and the Amount of Postage due thereon.					
Number of Paid Letters.	Number of Bearing Letters.	Postage.	Number of Paid Newspapers.	Number of Bearing Newspapers.	Postage.	Number of Paid Letters.	Number of Bearing Letters.	Postage.	Number of Paid Newspapers.	Number of Bearing Newspapers.	Postage.	Number of Paid Letters.	Number of Bearing Letters.	Postage.	Number of Paid Newspapers.	Number of Bearing Newspapers.	Postage.
		Rs. a. p.			*Rs. a. p.*			*Rs. a. p.*						*Rs. a. p.*			*Rs. a. p.*
35	1621	243 12 –	6	49	5 3 –	- -	1	1 1 –	- -	- -	- -	35	1620	242 11 –	6	49	5 3 –

Bombay, General Post-office, 30 December 1850.

(signed) *A. W. Ravenscroft*, Postmaster-general.

87. It seems desirable to separate the duties of Postmaster-general from those of the Deputy; by the present system the two functionaries, if both are anxious to attend to the duties of the office, may sometimes clash in their arrangements, or give contradictory orders on the same subject; or if one is not inclined to trouble himself, the whole work may be left to be performed by the other.

Observations. Separation of duties of Postmaster-general and those of Deputy.

88. The best arrangement, there can be no question, would be to relieve the Postmaster-general altogether from the duties of the Presidency Post-office, leaving in his hands the general superintendence only of the whole department, the travelling of the mails, the control of the Mofussil Postmasters, &c., &c, and giving over to the deputy the entire detail and responsibility of the Presidency Post-office, constituting him, in fact, Postmaster of Bombay.

Relief of Postmaster-general from duties of Presidency Post-office recommended.

89. This is the system at present followed in the North-west provinces, where the Postmaster-general has charge of no particular post-office, and its advantage is admitted by the present Postmaster-general of Bombay, who observes, "I think that the arrangement which exists in the North-west Provinces, and which has, I believe, worked most satisfactorily, is far preferable to that which exists either at Calcutta, Madras or Bombay."

System in North-west Provinces.

90. The Postmaster-general would in this way be relieved of all mere official detail, and be at liberty to be constantly on the move, inspecting the various lines of post; inquiring into the working of the contracts, making himself practically acquainted with the obstructions and hindrances to quick travelling, and suggesting means for their removal, as well as be enabled to examine the accounts and records of the Mofussil Post-offices, and check any irregular proceeding he might notice.

91. That much advantage would accrue from such tours of inspection, if properly and methodically made, I have reason, from the experience of a short tour made by me as Post-office Commissioner, to be satisfied. An examination of the accounts and records of the Mofussil offices visited by me led to the discovery and correction of much that was irregular and objectionable in their practice, and in one instance to the detection and conviction of the Post-office clerk on a charge of embezzlement.

Advantages likely to result.

92. The Deputy Postmaster-general, likewise, by such an arrangement having a separate and distinct charge, would know what particular duties fell actually within his province, would receive the credit which he merited for any improvements in his office carried out under his management, and be the recognized officer to whom the Government and the public would look for the good conduct of the Post-office.

93. The other departments of the Bombay General Post-office are numerically weaker and are not so highly remunerated as the corresponding offices in Calcutta or Madras: I am not prepared to recommend any reduction in any of them at present. On this subject the Postmaster-general states, "whatever modifications in the present postal system may be determined upon, I am of opinion that no reduction in the salaries of the post-office clerks can be effected. Those officers are now under-paid and over-worked, and it is quite certain that, as far as the General Post-office is concerned, and I believe the case is the same at out-stations, that none remain but those who are unable, either from want of interest or of qualification, to benefit themselves elsewhere."

No reduction in Establishments feasible at present.

94. Much will depend on the nature and extent of the reforms which may be carried out; those we have recommended would, there can be no question, have the effect of simplifying and reducing the labour of the postal establishments; at the same time, some allowance must be made for the increase which the impetus given to correspondence by their adoption would occasion.

95. On this subject Mr. Ravenscroft observes—"I am unable at present to point out what alterations should be made in existing establishments, as it is impossible to foresee to what extent labour will be diminished, if indeed any diminution takes place, which I greatly doubt, by the adoption of the improvements now in contemplation."

96. In the General Post-office at the Presidency, inclusive of receiving-houses, the following establishment of clerks is kept up:

				Rs.	*a.*	*p.*
1	Clerk on	*Rs.* 200	per mensem	200	–	–
1	Ditto on	140	ditto	140	–	–
1	Ditto on	85	ditto	85	–	–
2	Ditto on	80	ditto	160	–	–
1	Ditto on	70	ditto	70	–	–
3	Ditto on	60	ditto	180	–	–
1	Ditto on	55	ditto	55	–	–
4	Ditto on	50	ditto	200	–	–
1	Ditto on	40	ditto	40	–	–
2	Ditto on	39	ditto	78	–	–
2	Ditto on	35	ditto	70	–	–
1	Ditto on	34	ditto	34	–	–
2	Ditto on	33	ditto	66	–	–
3	Ditto on	30	ditto	90	–	–
			Carried forward	1,468	–	–

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				Rs.	a.	p.
		Brought forward	- - -	1,468	–	–
1 Clerk on	Rs. 28	per mensem	- - -	28	–	–
1 Ditto on	- 27	ditto	- - - -	27	–	–
1 Ditto on	- 25	ditto	- - - -	25	–	–
7 Ditto on	- 20	ditto	- - - -	140	–	–
1 Ditto on	- 18	ditto	- - - -	18	–	–
4 Ditto on	- 15	ditto	- - - -	60	–	–
1 Ditto on	- 14	ditto	- - - -	14	–	–
1 Ditto on	- 12	ditto	- - - -	12	–	–
3 Ditto on	- 10	ditto	- - - -	30	–	–
45 Clerks, at a cost of			- - - -	Rs. 1,822	–	–

97. The following are the Peons and other menial servants employed:

	Rs.	a.	p.
1 Havildar	12	–	–
1 Naique	10	–	–
30 Letter Peons, at Rs. 8 each	240	–	–
9 Orderly Peons, on Rs. 7 each	63	–	–
3 Peons at Receiving-houses, on Rs. 7 each	21	–	–
1 Ditto - - - ditto	6	–	–
11 Peons, on Rs. 6 each	66	–	–
2 Peons at the Mahim Post-office, on Rs. 6 each	12	–	–
2 Hamwals, at Rs. 7 each	14	–	–
1 Mussal	7	–	–
1 Sweeper	4	–	–
62 — Total	Rs. 455	–	–
To this may be added the Rent of the Receiving-houses at Mombadevey and Gowahala	11	–	–
Total	Rs. 466	–	–

Suggestions for improving the system followed in respect to the receipt and delivery of letters.

98. The system followed in the Bombay General Post-office in respect to the receipt and delivery of letters, is far less complicated than that of the Calcutta Office, and in my opinion superior either to that of Bengal or Madras. I have little to propose for its improvement, as it is in fact, with a few modifications, what we recommend for general adoption.

99. There are, however, one or two points in connexion with the checks at present maintained, that I will briefly notice, and in which I consider it might be improved.

100. So long as any bearing letters pass through the office, there should be some account or memorandum to show the total number of such letters received by each line of dawk every day, with the postage due on them, and the manner in which such letters have been disposed of, and the postage accounted for; at present a register is kept of the bearing letters passing through the office, but it is very imperfect as a check, as it does not show the amount of postage to be recovered on them.

Vide No. 3, A.

101. The form at present in use, and which is annexed, would, I think, answer every purpose, were the column for postage properly filled up; the registers of the chellans received with the inward mails are the vouchers for the correctness of the entries on the receipt side, and the registers of the office would prove that those on the debit side had been properly accounted for.

102. In respect to paid and service letters, on which no postage has to be recovered, the same precautions are not necessary; and as the effect of the reforms we propose to introduce would be to reduce the number of bearing letters to a very small per-centage, the additional labour entailed on the Post-office by the register I have proposed, would be very inconsiderable.

103. When ship-letters are transferred from the Inward Department to the Ship Department of the office, a receipt is passed for them, but it does not show the postage paid or due on such letters; this should be invariably inserted, to relieve the former department from responsibility, and transfer it to the latter.

A separate Dead Letter Office recommended.

104. The Dead Letter Office is an important one; a separate department should be organized, instead of, as at present, the duty being managed by the Ship Department, and all remaining letters of whatever kind should be transferred to it for disposal; receipts being given by the officer in charge of it to the offices or department making over the covers, showing their number and the postage upon them.

105. Unclaimed English letters should still be advertised, as observed by the Postmaster-general; there would be little or no advantage in advertising native letters; but lists of all such

such remaining undelivered should be prepared as frequently as possible in the native language, and hung up outside the office. App. (C), No. 8.

Native letters to be disposed of in the same manner as letters addressed in English.

106. Letters addressed in the native language to natives are, as has been stated above, at present made over to the office havildar, who distributes them among the delivery peons. There seems no reason why letters of this description should not be disposed of precisely in the same manner as those for Europeans or to natives addressed in English.

The abandonment of the Peons' books recommended.

107. The addresses of letters sent out for delivery are registered in the peons' books, with columns to show the amount of postage due on unpaid letters and the station from whence received, and a blank column for the receipt of the party to whom delivered. In place of this, a memorandum might be furnished to each peon, showing the total of paid, bearing and service covers given him for delivery, and the aggregate postage to be recovered; a similar register being kept in the office, to be signed by the peon, in token that he had received so many letters, and was accountable for so much postage.

108. On the subject of the present system of registering all letters sent out of the office for delivery in the peons' puttees or books, the Postmaster-general observes—"Whatever alterations may be adopted in the present postal system, I think it would scarcely be advisable to discontinue the use of these delivery books; they form as complete a check as can well be desired against the cupidity of the delivery peons." But Mr. Ravenscroft is obliged to admit that this check, however desirable, is not perfect:—"Yet it must," he says further on, "be confessed that in practice they do not afford an efficient check, simply because the recipients of letters, &c. often do not, either from wilfulness, carelessness, or want of time, pass receipts for letters delivered. With respect to such cases, when inquiry is made, the peons declare that the parties would not sign the books (signing is not compulsory), and with this explanation we are obliged to be satisfied."

109. Not only, however, is the check imperfect, owing to some parties not signing at all, but also in consequence of many of the supposed signatures being in fact nothing more than marks or initials, and in very many cases the signature of servants or other parties than those to whom the letters are addressed. A peon, therefore, wishing to appropriate a letter, can either allege that the party refused to sign at all, or make some fanciful mark or name of his own, and in the absence of complaint, detection is impossible; for the Postmaster-general admits, "to make inquiries in each individual case would involve an amount of labour which could not be spared, and which the public have certainly no right to expect."

110. Some of the most important letters are moreover delivered without any such precaution. On the arrival of the overland mail, letters for influential members of society are sent out at once in buggies without any registry whatever; and no overland letters, except those which are unpaid, are registered at all in the peons' delivery books, and no receipts in consequence are ever obtained for them. Mr. Ravenscroft states, "To register them would take up more time than the impatience of the community would tolerate."

111. The delay in obtaining the signature of the party to whom a letter is delivered, in each instance, to say nothing of the time necessarily taken up in the office in registering the address in the peons' book, very materially interferes with the quick delivery of letters; the peon must wait till he gets his book back again, as it has to be sent in in each case with the letter; and it not unfrequently happens, when parties are engaged, that a very considerable time elapses, even in cases when no postage is to be recovered, before he can go on to the next house.

112. The practice does not obtain in Madras, and only nominally in Calcutta; and in England, so far from a postman being obliged to wait for a receipt for a letter delivered, people now have letter-boxes at their doors, into which letters are dropped by the delivery men, who merely stop to ring the bell in passing. To continue the system in Bombay, would merely be to perpetuate one cause of the slow delivery of letters, without, as is admitted by its advocates, securing anything like a perfect check; and I would, therefore, recommend its abolition.

Accelerators.

113. The delivery of letters would further be much expedited by the use of accelerator carriages to carry the peons, whose "walks" are at a distance from the General Post-office to the neighbourhood in which they have to distribute letters, as has been done by the London General Post-office, where "those letter-carriers, whose walks are at a distance from the office, take their stations in carriages built something in the form of an omnibus, and are carried as near as possible to the scene of their duties. The postmen are packed in these carriages after the same principle adopted in placing the mail bags in the sack; the man who has the greatest distance to go, gets first into the carriage, while he who has to quit it the earliest, gets in the last."

114. The plan has already been adopted in the Calcutta General Post-office in respect to the peons who deliver letters for the European inhabitants of Chowringhee and Garden Reach; and it might advantageously be introduced in Bombay, where the distances from the Post-office are very great.

Delivery Peons' beats should be re-arranged.

115. The beats of the delivery peons of the office require to be re-modelled, so as to enable the accelerator to set down each man at the commencement of his walk, or where the

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the greater number of letters have to be delivered. The present beats of most of the peons extend to a great distance longitudinally, but without embracing much space in a lateral direction; the best plan would be to take the two lines from the General Post-office to Parell by the Bheady Bazar Road, and to Malabar Hill and the Breach by the Girgaon Bazar, and divide them at convenient distances longitudinally. Two accelerators would be sufficient for this purpose, one for each line of road; and these would drop the peons as they came up to their respective beats.

116. I scarcely think more than two accelerators would be required at present for Colaba; a buggy, or a man on horseback, would probably be best, as, though the distance is considerable, there is but one delivery peon to be carried.

117. A light horse van would be the best description of carriage, large enough to hold six persons, and drawn by either one or two horses, as might be considered best with reference to speed and economy; it would be easy, no doubt, to contract for such a conveyance in Bombay.

Increase of Delivery Peons required.

118. The number of delivery peons requires to be somewhat increased; on this subject the Postmaster-general states:—

"In Bombay there are two deliveries daily, and sometimes, on the arrival of the Overland and China mails, there are three. The work is, however, too much for the delivery peons, only 30 in number, and could not be got through in anything like a satisfactory manner but for the assistance of the community (many persons either come or send to the Post-office for their letters), and for the circumstance of the delivery peons being sent out in buggies. The residences in Bombay are so wide apart, and so far from the General Post-office, many of them being at a distance of five and six miles, that it necessarily takes a long time ere letters can be delivered at those places.

"I am of opinion that there ought to be at least 40 delivery peons attached to this office; this number being divided into three divisions,—an arrangement which, I am satisfied, would greatly accelerate the delivery of the numerous letters which are now received here, not only inland, but seawards. The latter class of letters come by steamers from Suez, Aden, China and Kurrachee, and being eagerly expected and sought after, their quick delivery is a matter of importance to the community.

"The delivery peons now receive each *Rs.* 8 per mensem, certainly not more than a fair remuneration in this expensive place for the work to be performed. If 10 more were added, as proposed, two classes might be formed; the first class to receive the pay now allowed, and the second to be paid at the rate of *Rs.* 7 each per mensem. The classification ought, of course, to be left in the hands of the Postmaster-general."

119. The salary at present received by delivery peons, *Rs.* 8 per mensem, is, in my opinion, scarcely adequate, considering what is required of them; and I would not recommend that a lower rate of remuneration be assigned to any addition made to their number.

120. The peons attached to receiving-houses should of course receive less, as their duties would be merely to bring the letter-bags to the office, for which it is not requisite that they should be able either to read or write.

121. I would recommend that the second delivery be placed, in respect to the number of peons employed, on the same terms as the first; this would require an addition of eight delivery peons to the office, the present strength being 17 and 9 respectively.

122. The peons of the first delivery, after delivering letters entrusted to them, might, before returning from their beats to the office, go round for letters for the Post-office, to be received on payment of a small fee. For this purpose they might be furnished with a bell and a locked bag, with a slit in it, the key of which need not be entrusted to them. When they have finished this duty, they might be picked up in succession by the omnibus, at an appointed time and place, and brought back to the office, where they would make over their letters to the proper officer.

Receiving-houses.

123. In Bombay, prior to 1846, there was but one receiving house, that situated at Byculla. In that year three others were established at the recommendation of the then Postmaster-general; one at Colaba, one at Girgaum, and one at Mombadevey. The statement in the margin * shows the number of letters, papers, &c., and amount of collections at

Name of Receiving House.	Number of Letters, including Law Papers.				Number of Gazettes.				Amount of Postage collected.
	Paid.	Bearing.	Service.	TOTAL.	Paid.	Bearing.	Service.	TOTAL.	*Rs. a. p.*
Byculla, No. 1, July 1850	265	1127	226	1618	-	229	1310	1539	[illegible]
Mombadevey, No. 2, ditto	1060	2620	202	3882	20	230	-	250	256 [illegible] 6
Girgaon, No. 3 ditto	67	232	6	305	-	1	-	1	5 [illegible]
Colaba, No. 4 ditto	50	243	48	341	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Byculla for July 1845	283	1867	127	2277	[illegible]	[illegible]	-	-	[illegible]

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at each of these, for the month of July 1850, also for the single receiving house at Byculla for the month of July 1845. From this it will be seen that the accommodation afforded by these branch Post-offices is extensively availed of by the native population; the receiving house situated at Mombadevey, in the heart of the native town, having realized nearly five times the amount of post-office collections made formerly at Byculla alone.

	Rs.	a.	p.
Amount collected at Byculla in July 1845 - - -	53	–	–
Ditto, ditto, at Mombadevey in July 1850 - - -	256	2	6

124. Now, the greater part of this sum may, I think, be assumed to be pure gain to the department; for under the system of native postmasters well known to prevail in Bombay to a great extent, by far the greater number of the letters posted at this office would have been collected and clubbed by them, and but a small portion of the postage have consequently come into the treasury.

Their extension recommended.

125. The expense of one of these receiving houses is, even under the present system, but small; at Mombadevey, a clerk on *Rs.* 20, a peon on *Rs.* 7, and office-rent *Rs.* 6, total *Rs.* 33; and this, when the choice of compulsory pre-payment by stamps, or of sending covers bearing, is introduced, and the practice of giving receipts is abolished, might probably be reduced. I would strongly advocate the extension of these receiving houses: there are many parts of Bombay as thickly populated as Mombadevey.

126. The Postmaster-general recommends that two additional receiving houses should be established in Bombay; one of these in Mazagaon, close to the Portuguese Chapel, and the other near the Musjid or Mandavee Bunder.

127. The monthly expense he estimates as follows:—

	Rs.	a.	p.	Rs.	a.	p.
MAZAGAON.						
1 Clerk - - - - - - - - - -	20	–	–			
1 Peon - - - - - - - - - -	6	–	–			
Office Rent - - - - - - - - -	5	–	–			
				31	–	–
MUSJID BUNDER.						
1 Clerk - - - - - - - - - -	20	–	–			
1 Peon - - - - - - - - - -	6	–	–			
Office Rent - - - - - - - - -	10	–	–			
				36	–	–
TOTAL - - - Rs.				67	–	–

128. The extent of establishment required will depend both on the nature of the reform in postal matters which may be carried out, and also on whether these additional offices should be only places for the receipt of letters; or branch Post-offices, both for receipt and delivery; in fact forming a part of a system of district post, for the town and island.

A District Post considered.

129. An experiment somewhat similar to a district post was tried by a Mr. Santineer in 1843; Mr. Ravenscroft thus describes it: "A Mr. Santineer formed, with the sanction of Government, what he called 'An Anna Post,' for the receipt and delivery of letters, papers and small parcels on the island at the rates of postage noted in the margin.* In prosecution of his plan, he established five receiving houses—one in the Fort, one at the entrance of Upper Colaba, one at Mombadevey Tank, one at Byculla, one at Tardeo, and at each kept up an establishment of peons. After a few months his scheme failed, as he said, for want of funds; I do not think that it would ever have been a paying concern, and it must consequently have failed."

130. Mr. Ravenscroft states, "If the plan of converting the receiving houses into regular branch offices for the receipt and delivery of letters be adopted, the establishment at each will have to be increased. I am doubtful if the advantage to the community is at all likely to be commensurate with the extra expense to Government. Residents in Bombay prefer sending notes or letters to different parts of the island by their own servants, except when the localities are very far apart (Colaba and Byculla, for instance), in which case the letters are (though not always) forwarded through the General Post-office."

131. The establishment of a system of district post delivery in the Presidency towns should not, I think, be lost sight of;† for though it may perhaps be questioned, from the reception the experiment made by a private speculator met with, how far it would at first be supported, or pay its expenses, the facilities it would afford to intercommunication would, no doubt, in time supersede the employment of private messengers. In the meantime, for the

* *Note.*—1 anna on each Letter; ½ anna on each Newspaper; 1 anna on a Parcel 50 tolahs weight; 2 annas on a Parcel weighing 50, but not exceeding 100 tolahs; and so on, 1 anna for every additional tolah; the maximum weight being 400 tolahs.

† *Note.*—The number of letters posted at the General Post-office for local delivery for four weeks, was only 513.

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the establishment of common receiving houses, as has been shown, little or no expense is requisite, and arrangements for their extension might at once be adopted.

Letter-boxes.

132. Besides the regular receiving houses, letter-boxes might be placed at various points for the convenience of the public; all that would be necessary would be for the Post-office to furnish parties agreeing to take charge of them, with a locked box, with a slit in the lid, the key of which should be kept in the Post-office; and as no letters could be posted under the arrangements we have proposed, except those pre-paid with stamps or bearing postage, no money would pass, and no trouble or responsibility be involved. At the proper hour, a mail cart would drive round, and bring all these locked boxes to the General Post-office, where they would be opened by the proper officer, and the letters contained in them disposed of in the same manner as those posted at the office;* or should trustworthy persons be found to take charge of such boxes, the arrangement might be simplified and rendered less expensive, by entrusting them with the key; a peon going round with a bag in the afternoon, to whom the paid letters, with a memorandum of their number, and whether paid, bearing or service, might be made over by the party in charge of the box for delivery at the General Post-office for disposal.

133. As a box of this kind would entail little or no trouble, it would no doubt be found practicable to induce respectable shop-keepers and others to allow one to stand at their shops; and all places of public resort, such as club-houses, hotels, public libraries, &c., might be furnished with them.

The abolition of receipts recommended.

134. By section XXXII. of the Rules passed by the Governor-general of India in Council on the 30th August 1837, receipts for covers sent by post if presented ready written, are required to be stamped by the Post-office; this system does not obtain in England, and is the cause of the most serious delay in the receipt of letters at all Post-offices. It has been urged in defence of the practice, that although it is of little advantage as a check on the Post-office, yet it is of importance in this country, as serving as a guarantee that the messenger employed to post the letter, has actually put it into the office; in other words, it is a check on the dishonesty or laziness of private servants; but it cannot for a moment be maintained that the Post-office is bound to provide a check for such evils as these; and, according to universal practice in other occupations, if a party cannot entrust a particular duty to an agent, he does it himself. The Post-office cannot, it is evident, be required to do more than afford the best guarantee in its power to the public for the honesty and care of its own servants, and can by no rule of right be required to devise checks against the carelessness of the private servants of other parties.

135. Because it is the rule for the office to give a stamp, it has become the rule for every one almost, whether they post their letters themselves, or employ their servants, to require one; where there is any difficulty in getting a stamp, it is immediately foregone, without apparently any apprehension that the safety of the letter is at all endangered thereby; thus in the case of native Postmasters, as they are called, who collect letters from the public, no receipt is given; and yet the native public seem to have no hesitation in making over their important letters, frequently containing hoondees to a large amount, to them for despatch.

136. The abolition of the practice lies at the root of all reform in the present most imperfect arrangements for the receipt of letters; the establishment of extra receiving houses, bell-men, and all the other appliances for collecting the correspondence of the public at their own doors, would, if not prevented altogether, be greatly more difficult, if receipts were still given; and with the option only of compulsory pre-payment by stamps, or of sending the letter bearing postage, they might be altogether put a stop to; in the meantime the practice of giving receipts for bearing and service covers should be at once prohibited.

Letters should be posted by means of locked letter-boxes with slits.

137. Letters should be posted at all Post-offices, both general and provincial, by means of locked letter-boxes with slits, a safer and far more expeditious plan than the present system of receiving them at an open window, deficient postage being recovered from the addressee, instead of from the receiver, as is now the rule: in large offices, as many of these boxes might be assigned for the purpose as the convenience of the public required, the slits being made in the outer face, and the inner side opening into the office itself: they might still be placed below or near one of the windows, in order that parties requiring information might obtain it on knocking; but the window should, as a general rule, be kept closed, and the letters be dropped into the box, instead of being given to the clerk.

Registry of paid letters should be done away with.

138. The present registry of the addresses of all paid letters posted for stations in India, might, I am of opinion, be at once discontinued; the practice is not followed at the other General Post-offices, nor are paid steamer letters *viâ* Southampton registered in the Bombay office*; though the postage on them is, as a general rule, much heavier than that on inland letters. Paid letters might, so long as postage is permitted to be received in money, be put into a locked box containing two divisions, the one for the letters, the other for the postage; and in the afternoon, when the process of despatching them to their stations is about to commence, the two drawers should be opened by the chief of the department, and the letters and postage compared, a numerical register only being made of the letters, and the postage handed over to the cashier.

139. The

* *Note.*—If receipts are done away with, there would be no difficulty on that account.

139. The general and indiscriminate registration of all letters has been abolished for ten years in Bombay: valuable letters can now be registered in the Bombay General Post-office and subordinates on the payment of a fee of 8 annas on each cover; the following is the number registered since November 1849 (when the practice came into operation), to January 1851 inclusive: Registered letters.

MONTH.	Number of Covers Registered		Total Number of Covers.	Total Amount of Fees.		
	At General Post-office.	At Out-Stations.		Rs.	a.	p.
1849: November	24	68	92	46	-	-
December	6	50	56	28	-	-
1850: January	23	23	46	23	-	-
February	25	21	46	23	-	-
March	24	38	62	31	-	-
April	37	30	67	33	8	-
May	46	21	67	33	8	-
June	35	28	63	31	8	-
July	36	30	66	33	-	-
August	28	11	39	19	8	-
September	37	14	51	25	8	-
October	43	13	56	28	-	-
November	31	12	43	21	8	-
December	51	7	58	29	-	-
1851: January	54	15	69	34	-	-
TOTAL	500	381	881	440	-	-

140. The fee is high, and as it has been reduced in Great Britain from 1 *s.* to 6 *d.*, it might, I think, be lowered to 4 annas in this country.

141. At the Bombay General Post-office, the mails for Poona, including the Calcutta, Madras, Ceylon and Southern Konkan lines, are at present despatched at 6 P.M., instead of 8, the hour laid down in the rules; this alteration was made on the contract being entered into with the Bombay Steam Navigation Company for crossing the mails between Bombay and Panwell, on the grounds that it was more convenient for their boat to start early. The mails should be despatched at the hour prescribed by the rules.

142. By this arrangement the public lose the advantage, as far as the larger portion of their correspondence is concerned, of being able to post their letters up to 6 P.M., or three quarters of an hour later on payment of a fee; "Letters intended for transmission *viâ* Panwell to Poona, Calcutta, Madras, Ceylon, Belgaon, &c., &c., cannot," the Postmaster-general has notified, "be posted at the General Post-office after 5 o'clock P.M., except on payment of the usual fee; and no letter for those places can be received after half-past 5 o'clock, nor newspapers after 4 o'clock P.M."

143. This arrangement, besides being in opposition to the rules, and at variance with the practice of the other General Post-offices in India, cannot but be productive at times of inconvenience both to the Government service and to the mercantile community, as well as to the public in general. Most of the public offices close at 5 P.M., and it requires some little time after that to make up the despatches for the post; and for this the additional hour allowed by the rules must have been no small accommodation; besides which, a further latitude of an hour might, were the packets at the General Post-office kept open up to the usual time, be allowed at the receiving houses, which now close at 4 P.M., just in the midst of the busiest time.

144. I would therefore recommend that the hour of despatch prescribed by the rules be observed, and these mails sent from the General Post-office at 8 P.M., as before; receiving house remaining open up to 5 P.M., instead of only till 4, as at present.

Mofussil Post-offices.

145. In the Bombay Presidency the duties of the Post-office in the Mofussil were formerly, in the greater number of cases, made over to the collectors and other heads of departments *ex-officio*; the system was not found to answer, as the officers entrusted with the superintendence and management of the Post-office were encumbered with a variety of other duties, considered generally by them as of a more important nature, and at any rate requiring more close and personal application on their parts. General management of Mofussil Post-offices and Dawk lines.

146. In 1843 this system was altered, and stipendiary officers were appointed to the principal lines of post; to them was made over the Postmastership of the chief town or station in their division, and the general superintendence of all the post-offices in their range which it Plan adopted in 1843.

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it was part of their duty periodically to visit, and at the same time to inspect the post roads, see that the overseers and runners employed were efficient, and the means for crossing rivers and nullahs in the rainy season kept in a serviceable condition.

Details explained.

147. Five officers of this description were nominated:

The Postmaster in the Deccan, with the office of Postmaster at Poona, and the subordinate stations of Ahmednugger, Sattara, Seroor, Jejooree, Kurrar, Punderpoor, Beejapoor, Kirkee, Khandala and Panwell under him.

The Postmaster in Khandeish, with the offices of Malligaum, Dhoolia, Nassick, Bhewndy, Chandore, Mundlayseir and Assecrghur under him.

The Postmaster in Guzerat, with the offices of Ahmedabad, both city and cantonment, Hursole, Kaira, Deesa, Baroda, Rajkote, Gogo, Bhownugger, Dhollera and Dholka.

The Postmaster in the Northern Konkan, with the offices of Tanna, Mhar, Basseen, Tarapoor, Damaun, Surat, Bulsar and Broach.

And the Postmaster at Belgaum, with the offices of Belgaum, Dharwar, Kulladghee and Vingorla.

148. The first four of these receive a salary varying according to the speed kept up by the mails within their range; *Rs.* 150 per mensem, when the travelling comes up to five miles an hour, *Rs.* 120 when it is 4½ miles an hour, and only *Rs.* 100 when it is below that amount; besides which, they draw a deputation allowance of *Rs.* 5 per diem when travelling on their post lines. The Postmaster at Belgaum receives only *Rs.* 100 per mensem, fixed salary, and the above deputation allowance when travelling. The above are all uncovenanted officers.

149. The remaining Postmasters in this Presidency were not affected by the arrangement then carried out. Of these, the collector of Rutnagiree, who is still an *ex-officio* Postmaster, and has under him the offices of Rutnagiree, Dapoolee, Gohagur and Malwan, receives no salary for the duty; the Postmaster at Aden, who is the civil surgeon, and has the Aden Post-office only under him, receives *Rs.* 100 per mensem; the Postmasters at Mhow, Kolapoor and Sholapore, each with one office receives *Rs.* 50 per mensem; the first of these is the Brigade Major, the second is the Staff Officer, and the third is the Civil Surgeon.

150. The Postmaster at Aurungabad is the paymaster of the Nizam's Troops stationed there; he receives an allowance of *Rs.* 50 per mensem, and has the charge of the offices of Aurungabad, Karinja, Kunhur, Acola and Juffrabad.

151. The Postmasters of Bhooj, Bhopawar, Ellichpoor (including the Post-office at Oomrawuttee), Pahlunpoor and Mhableshur, receive no extra salary for the duty, those offices being held conjointly with other appointments; the first is the Line Adjutant, the second and third are Brigade Majors, and the fourth is the Civil Surgeon.

152. In Sindh there are two stipendiary Postmasters, both uncovenanted servants, who receive a fixed salary of *Rs.* 150 per mensem, with a deputation allowance of *Rs.* 5 per diem when travelling; the Postmaster of Central and Lower Sindh has under him the offices of Kurrachee, Hyderabad and Tatta, and the Postmaster of Upper Sindh, those of Sukker and Shikarpore.

Present salaries of Postmasters.

153. The cost of these Postmasters at present when on full pay, is as follows, independent of deputation in the cases in which it is allowed:

	Rs.	*a.*	*p.*
Salary of the four Postmasters of Aurungabad, Kolapoor, Mhow and Sholapore, at *Rs.* 50 per mensem each - -	200	–	–
Postmasters of Upper and Lower Sindh, each at *Rs.* 150 per mensem - - - - - - - - - - - -	300	–	–
Postmaster of Belgaum - - - - - - - - -	100	–	–
Postmasters of the Deccan, Khandeish, Guzerat and Northern Koncan, at *Rs.* 150 each - -	600	–	–
TOTAL - - - *Rs.*	1200		

Cost of fixed Office Establishment.

154. The subjoined statement shows the cost of the fixed office establishment employed in the Mofussil, with the number of covers despatched in a month from each office:

NAMES of POST OFFICES.	Number of Covers, including Banghy Parcels despatched in a Month.	Postmasters' Salary.	Number of Clerks.	Aggregate Monthly Pay of Clerks.	Number of Delivery Peons.	Aggregate Monthly Pay of Peons.	Office Rent.	Other authorized Office Charges.	Total Monthly Charge.
		Rs. a. p.		Rs. a. p.		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Aden	-	100 – –	2	75 – –	2	16 – –	30 – –	20 – –	241 – –
Aurungabad	1410	50 – –	2	40 – –	2	10 – –	25 – –	13 – –	138 – –
Kunhur	298	-	1	15 – –	–	-	-	-	15 – –
Kuringa	172	-	1	20 – –	–	-	3 – –	1 – –	24 – –
Acola	56	-	1	10 – –	–	-	-	-	10 – –
Juffrabad	167	-	1	7 – –	–	-	-	-	7 – –
Bhopawar	351	-	2	25 – –	–	-	-	5 – –	30 – –
Belgaum	5319	100 – –	3	75 – –	6	34 – –	25 – –	20 – –	254 – –
Dharwar	2914	-	1	30 – –	4	22 – –	-	12 – –	64 – –
Kulladgee	1712	-	1	25 – –	2	11 – –	-	10 – –	46 – –
Vingorla	1646	-	1	15 – –	1	5 – –	-	3 – –	23 – –
Bhooj	1150	-	2	60 – –	2	14 14 –	25 – –	12 – –	111 14 –
Ellichpoor	1286	-	1	25 – –	1	5 – –	-	5 – –	35 – –
Omrawuttee	892	-	1	20 – –	–	-	-	3 – –	23 – –
Kolapoor	1370	50 – –	1	30 – –	3	18 – –	-	12 – –	110 – –
Dhoolia	1948	150 – –	4	80 – –	1	5 – –	25 – –	13 – –	273 – –
Malligaum	2152	-	2	40 – –	2	10 – –	-	6 – –	56 – –
Nassuck	2225	-	2	35 – –	2	10 – –	-	3 – –	48 – –
Asseerghur	1036	-	1	20 – –	1	5 – –	-	5 – –	30 – –
Mundlaiser	386	-	1	20 – –	1	5 – –	1 – –	3 – –	29 – –
Bhewndy	1330	-	1	15 – –	1	5 – –	3 – –	3 – –	26 – –
Chandore	360	-	1	15 – –	1	5 – –	3 – –	2 – –	25 – –
Mhow	1931	50 – –	2	50 – –	3	15 – –	-	13 – –	128 – –
Malcolmpett	185	-	1	30 – –	2	12 – –	-	3 – –	45 – –
Palunpore	274	-	1	15 – –	1	5 – –	-	5 – –	25 – –
Poona*	17926	150 – –	6	200 – –	12	67 – –	-	40 – –	457 – –
Ahmednugger	5114	-	2	64 – –	2	12 – –	-	10 – –	86 – –
Seroor	1210	-	1	15 – –	1	5 – –	4 – –	3 – –	27 – –
Kirkee	978	-	1	20 – –	1	6 – –	-	3 – –	29 – –
Khandala	283	-	1	15 – –	1	4 – –	-	2 – –	21 – –
Panwell	1576	-	1	45 – –	1	5 – –	-	6 – –	56 – –
Sattara	2642	-	1	25 – –	1	6 – –	-	6 – –	37 – –
Beejapoor	86	-	1	20 – –	–	-	-	2 – –	22 – –
Kurrar	95	-	1	15 – –	–	-	-	2 – –	17 – –
Jeejooree	111	-	1	15 – –	–	-	1 8 –	2 – –	18 8 –
Punderpoor	493	-	1	15 – –	–	-	-	2 – –	17 – –
Rutnagiree	2767	-	1	20 – –	1	5 – –	-	5 – –	30 – –
Malwan	1486	-	1	15 – –	–	-	-	2 – –	17 – –
Gohagur	837	-	1	8 – –	–	-	-	2 – –	10 – –
Sawuntwaree	307								
Dapoolee	1751	-	1	15 – –	1	5 – –	-	3 – –	23 – –
Sholapore	2968	50 – –	2	45 – –	2	12 – –	-	10 – –	117 – –
Tanna	5010	150 – –	4	80 – –	3	12 8 –	15 – –	15 – –	272 8 –
Surat	4045	-	3	55 1 7	4	17 8 –	8 – –	10 – –	90 9 7
Nowsaree	-	-	1	5 1 7	–	-	-	-	5 1 7
Broach	1767	-	1	25 – –	2	10 – –	3 8 –	8 – –	46 8 –
Damaun	221	-	1	20 – –	1	4 – –	7 – –	3 – –	34 – –
Bulsar	263	-	1	15 – –	1	4 – –	3 – –	3 – –	25 – –
Basseen	962	-	1	14 8 –	1	4 – –	-	2 – –	20 8 –
Tarrapoor	652	-	1	10 – –	1	4 – –	1 – –	2 – –	17 – –
Kaira	1710	150 – –	1	20 – –	1	5 – –	-	5 – –	180 – –
Than	-	-	1	9 5 –	–	-	2 – –	-	11 5 –
Ahmedabad Camp	1051	-	1	15 – –	3	15 – –	4 – –	3 – –	37 – –
Ahmedabad City	5249	-	2	85 – –	4	20 – –	-	12 – –	117 – –
Gogo	417	-	1	15 – –	1	4 – –	-	3 – –	22 – –
Dholera	447	-	1	6 – –	1	4 – –	-	2 – –	12 – –
Bhownugger	560	-	1	6 – –	1	4 – –	-	1 8 –	11 8 –
Dholka	917	-	1	6 – –	1	4 – –	-	1 8 –	11 8 –
Baroda	2457	-	2	45 – –	4	20 – –	5 4 –	10 – –	80 4 –
Deesa	2226	-	2	45 – –	4	20 – –	4 – –	10 – –	79 – –
Hursole	280	-	1	25 – –	2	10 – –	3 8 –	5 – –	43 8 –
Rajkote	1489	-	1	27 14 11	2	9 5 –	5 – –	7 7 2	49 11 1
Mount Aboo	-	-	Establishment for four months in the hot season at a cost of					-	21 – –
Kurrachee	4678	150 – –	3	135 – –	4	28 – –	-	29 – –	342 – –
Tatta	705	-	1	40 – –	–	-	10 – –	10 – –	60 – –
Hydrabad	3259	-	2	95 – –	6	42 – –	-	10 – –	147 – –
Omercote	-	-	1	30 – –	–	-	-	-	30 – –
Sukker	1839	150 – –	2	110 – –	4	28 – –	20 – –	15 – –	323 – –
Shikarpoor	2211	-	2	95 – –	2	14 – –	-	10 – –	119 – –

*Note.—At Poona an extra establishment is kept up for five months from June to October, at a cost of Rs. 50 per month.

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155. These clerks may be thus classed:

					Rs.	a.	p.
3 Clerks	on	Rs. 75	per mensem	- - -	225	–	–
2 Ditto	on	60	ditto	- - - - -	120	–	–
2 Ditto	on	50	ditto	- - - - -	100	–	–
1 Ditto	on	-	-	- - - - -	49	–	–
1 Ditto	on	-	-	- - - - -	45	–	–
4 Ditto	on	40	ditto	- - - - -	160	–	–
9 Ditto	on	35	ditto	- - - - -	315	–	–
7 Ditto	on	30	ditto	- - - - -	210	–	–
1 Ditto	on	-	-	- - - - -	27	14	11
12 Ditto	on	25	ditto	- - - - -	300	–	–
15 Ditto	on	20	ditto	- - - - -	300	–	–
23 Ditto	on	15	ditto	- - - - -	345	–	–
1 Ditto	on	-	-	- - - - -	14	8	–
9 Ditto	on	10	ditto	- - - - -	90	–	–
1 Ditto	on	-	-	- - - - -	9	5	–
1 Ditto	on	-	-	- - - - -	8	–	–
3 Ditto	on	6	ditto	- - - - -	18	–	–
1 Ditto	on	-	-	- - - - -	5	1	7
96 Clerks, at a total cost per mensem of - -				Rs.	2341	13	6

or total cost of establishment in the Mofussil, exclusive of menial servants:

	Rs.	a.	p.
Postmasters - - - - - - - - - - - -	1200	–	–
Clerks - - - - - - - - - - - -	2341	13	6
GRAND TOTAL - - - Rs.	3541	13	6

Number of Mofussil Post-offices.

156. There are 61 Post-offices subordinate to the Bombay General Post-office, of which 17 are principal offices superintended by a Postmaster; and 44 are subordinate, managed by a clerk, under the control of the Postmaster of the division or district, besides the receiving houses at the Presidency; and 14 stations, at which, though there are no regular Post-offices, packets are made up for despatch to the General Post-office, but for which separate packets are not made up, the letters for those stations being included in the packets for the nearest Post-office; packets are also sometimes made up both at the General Post-office and subordinates, for official functionaries moving about on duty.

157. Since 1837, 12 new Post-offices, besides those established on the annexation of the Province of Sindh, have been opened: four of these were transferred from the district dawk establishment to the General Post-office; two were opened in lieu of others inconveniently situated, which were shut up; one at the requisition of the inhabitants; two owing to the acquisition of new territory; and four to supply the wants of the community.

158. Ten Post-offices have been abolished during the same period; two of these were those exchanged for others above alluded to; and the remaining eight were given up because "the advantages to the community were not commensurate with the expense incurred by Government."

159. All or nearly all the places at which Post-offices have been abandoned, are district dawk stations, and the inhabitants are still therefore able to communicate by post.

Extension of Post-offices considered.

160. Several of the Postmasters whom I consulted have recommended the establishment of new Post-offices at various stations within their range, and in many cases no doubt they are required; but as the extension of the facilities already afforded by the district dawk will to a considerable extent obviate the inconvenience at present experienced from the want of a regular Post-office in all towns in which a Government officer is stationed, the places left altogether without means of communication by post will be but few.

161. The Postmaster at Kolapoor recommends Post-offices to be established at the towns of Merúj Langlee, Tasgaon and Koorundwar; these are all large and important native towns in the Southern Maratha country, and, with the exception of Tasgaon, not at present reached by the district dawk.

162. The Belgaon Postmaster thinks an office should be opened at Jamkhundee, a large native town of about 8,000 inhabitants, and 21 miles from the nearest Post-office.

163. The Postmaster at Bhooj recommends a Post-office at Mandavee, about 40 miles from Bhooj; it is a place of about 40,000 inhabitants, and the correspondence is at present transmitted by hired messengers; there are no district dawks in the Province of Cutch, so that this important town has no postal communication of any kind at present.

164. The Postmaster of Ellichpoor would establish Post-offices at the towns of Akote, Ballapore and Khamgaon; these are in the territories of his Highness the Nizam, and the inhabitants have no means at present of posting their letters.

165. The

165. The Guzerat Postmaster thinks that "were district Post-offices established at several commercial towns, they would meet with every support." He would recommend their being opened in the following places: App. (C.), No. 3

Names of Places.	Distance from the nearest Post-office.	Population.
Porebunder	120 miles	10,000
Kurree	30 ditto	8,000
Dehgaon	18 ditto	2,000
Shidpoor	27 ditto	1,500
Veesnugger	27 ditto	4,000
Wurnugger	29 ditto	4,000
Puttun	45 ditto	12,000
Padra	9 ditto	6,000

166. These towns are situated either in the territories of his Highness the Guicowar or in the Province of Kattiawar, in neither of which is there any description of postal communication available to the inhabitants.

167. The Postmaster in Khandeish recommends several new Post-offices to be opened within his range; but they are all, with the exception of Boorhanpoor, a large town of upwards of 30,000 inhabitants, stations of the district dawk, and should therefore be available for the wants of the community.

168. The Sholapoor Postmaster would open Post-offices at Akulkote, 20 miles from Sholapoor, and at Warimga, 30 miles off.

169. The Tanna, Poona, Rutnagiree, Bhopawar, Mhow and Palunpore Postmasters are not of opinion that any additional Post-offices are requisite within the limits of their respective postal control.

Receiving-houses.

170. The only place under the Bombay General Post-office, besides the Presidency itself, where a regular receiving-house for letters has been established, is at Aurungabad, where one has been opened in the city, distant about three miles from the Post-office, which is in the cantonment. The number of covers posted, and the amount of postage collected during the month of July last, was as follows:

Number of Covers.				Amount of Postage collected.
Paid.	Bearing.	Service.	TOTAL.	*Rs.* *a.* *p.*
282	232	2	516	30 1 6

171. In the Mofussil, however, the facilities already afforded by the district dawks in a great measure supply what is required; as wherever a mamledar or mahalkerree is stationed, his office is a district Post-office or receiving-house.

Additional facilities for posting letters.

172. In my Report on the District Dawks I have explained how the facilities already existing may be further extended, and made more readily available to the public; there are, however, several large native towns and other places in the neighbourhood of our regular Post-offices, where it would be very desirable to open receiving-houses and establish letter-boxes.

173. The Postmaster in the Deccan recommends the following in his division:

A receiving-house and letter-box in the city of Poona.[a]
A receiving-house in the cantonment of Poona.[b]
Ditto in the Artillery Lines at Ahmednugger.[c]
A receiving-house and letter-box in the city of Sattara.[d]

174. The Tanna Postmaster would open four receiving-houses in the city of Surat;[e] the Guzerat Postmaster, one in the city of Baroda,[f] and another in the Guicowar's Camp near Deesa; the Khandeish Postmaster one at each of the towns of Malligaum,[g] Nassuck[h] and Bhewndy;[i] and the Belgaum Postmaster one at Shapoor.[k]

	Inhabitants.	Distance from Post-office
		Ms.
a	70,000	2
b	30,000	1½
c	"	2
d	35,000	1
e	90,000	1½
f	30,000	2¼
		1½
g	7,500	2
h	23,000	
i	8,500	
k	14,000	3

175. At

Delivery Peons insufficient in number.

175. At most provincial Post-offices at large stations, a window delivery, or more properly speaking, a delivery from the office, is made to parties sending for their letters; at fifteen Post-offices there are no delivery peons at all, and the clerk must either deliver the letters himself, or hire a man to do so; and at others their number is very inadequate for the expeditious delivery of letters, and an increase is represented to be required.

Evidence as to the best system of Mofussil management.

176. On the advantages of having stipendiary Postmasters in preference to collectors or other officers *ex-officio*, the Postmaster-general of Bombay writes—" The collectors (I speak of course, with reference to those on this side of India) have too much to attend to, to be able to afford sufficient time to exercise a general control over the deputy Postmasters, or to examine and countersign their accounts. Their onerous duties, both in their revenue and magisterial capacities, prevent collectors from bestowing on postal matters that attention which they require, and the consequence would be, if they were appointed *ex-officio* Postmasters, that the office clerks at the sudder and subordinate stations would have to do all the duties, and be *bonâ fide* the Postmasters.

" I consider the arrangement in Western India far preferable: it is simple, and devoid of that complexity which certainly ought to be guarded against in all postal arrangements, and which must, I think, result from the appointment of *ex-officio* Postmasters, without, in fact, responsibility or remuneration for the extra trouble imposed on them; of deputy Postmasters inefficiently paid, and of superintendents or overseers, with duties which ought to be performed under a higher appellation.

" In fact, I consider a system which recognizes only stipendiary or locomotive Postmasters the best that can be adopted. Abolish all *ex-officio* Postmasters and all military Postmasters, the majority of whom leave the work to be performed by their clerks quite uncontrolled, and appoint locomotive Postmasters each for a reasonable range, with liberal salaries, and no other duties to attend to, and there can be no doubt that the arrangements in the postal department will work to the benefit of Government, and to the satisfaction of the public.

" The scheme introduced in 1843 had for its object the substitution of stipendiary officers for those unpaid Postmasters who, having a multiplicity of other duties to attend to, could not pay proper attention to postal matters; the scheme, as far as I am aware, has realized expectations, though it were to be wished that the remuneration had been fixed at a more liberal standard.

" I am of opinion that there ought to be a paid Postmaster for what is called the Konkan line, which extends as far south as Vingorla. The Postmaster of Tanna has charge on this line as far as Mandvee,* where the authority of the Postmaster of Rutnagiree commences, Vingorla being his terminal station."

177. On the advantages of having stipendiary Postmasters untrammelled by other duties the late Postmaster in the Deccan says—" The system of nominating officers at subordinate stations as Postmasters is an erroneous one. The civil surgeon, who has more than enough to do, is usually appointed; but beyond replying to public letters, the work is done by the clerk. I would do away with these appointments, and place an uncovenanted servant, who had proved himself qualified in charge of a district, making it incumbent on him to reside a certain portion of the year at each station within his range."

178. The postal authorities whom I consulted are nearly uniformly in favour of district Postmasters with no other duties to attend to, and do not consider that the work would be efficiently performed by collectors or other officers, as, their time being fully occupied with other avocations, the Post-office would be neglected, or left to the management of a clerk. The collector of Rutnagiree, the only remaining revenue officer, *ex-officio* Postmaster, under the Bombay General Post-office, says, " I think separate Postmasters are very requisite; no collector has time to superintend the dawk establishment under him; a separate Postmaster can give his time and attention to the details of his office;" and the political superintendent of Palunpore, also an *ex-officio* Postmaster, says, " Let the Post-office be independent of all collectors, and only answerable to the district Postmaster."

179. The Post-offices in Sindh are not at present under the General Post-office; on this subject the Postmaster-general of Bombay says, " The Post-offices in Scinde were for some time, and until lately, under the supervision of this department, but, at the suggestion of the present † Commissioner, they were placed under his exclusive control; an arrangement which I consider objectionable, especially as all the accounts have to pass through this office, and be embodied in my accounts."

Proposed plan.

180. I would recommend that the system of stipendiary locomotive Postmasters be extended to the whole Presidency, including Sindh, which should, I think, again be placed under the control of the Bombay Postmaster-general, and not, as at present, be superintended by the Commissioner.

181. The Postmasters in charge of the several divisions into which it may be convenient to apportion the Presidency, should be remunerated on the principles at present made applicable to the four locomotive stipendiary officers above described; their salaries being made dependent on the rate of travelling kept up; *Rs.* 100 per mensem being considered the minimum.

* Sixty-six miles from Panwell. † The late.

minimum. They should be relieved from the charge, as Postmasters, of any particular office within their range, the details of which fetter their movements, and prevent their visiting other parts of their charge when their presence is perhaps most required. The Post-office at the principal station being entrusted to the head clerk, in the same manner as the others in their divisions, they should receive a deputation allowance of *Rs.* 5 per diem when travelling on their post lines, and be considered inspectors, as well as postmasters.

Details of plan.

182. The whole of the post lines subordinate to the Bombay General Post-office might be apportioned into seven divisions, consisting of the following Post-offices:

1st. The Deccan division, consisting of the following offices:—Poona, Kirkee, Khandala, Panwell, Jejooree, Aurungabad, Jaulna, Akola, Kunhur, Karinja, Jaffrabad, Ellichpoor and Oomrawuttee.

2d. The Northern Koncan Division, containing the following:—Tanna, Basseen, Tarapoor, Dumaun, Bulsar, Surat, Broach and Baroda.

3d. The Southern Koncan Division, containing the following:—Mhar, Rutnagiree, Dapoolee, Gohagur, Malwan and Vingorla.

4th. Guzerat Division, containing:—Kaira, Ahmedabad (city and cantonment), Hunsole, Deesa, Palunpore, Rajkote. Bhooj, Gogo, Bhownugger, Dhollera and Dholka.

5th. Khandeish Division, containing:—Malligaum, Bhewndy, Chandore, Nassuck, Dhoolia, Mundleyseer, Asseerghur, Mhow and Bhojawar.

6th. Carnatic Division, containing:—Belgaum, Dharwar, Kulladghee, Kolapoor Kurrar, Sattara, Mhableshwur, Punderpoor, Sholapoor and Beejapoor.

7th. Sindh Division, containing:—Kurrachee, Hyderabad, Tatta, Sukkur and Shikarpoor.

183. The Jaulna Post-office is at present under the Madras General Post-office;* as, however, it is on the line travelled by the Post from Poona to Nagpoor, which is under the control of the Bombay Postmaster-general, it should be transferred to the Bombay office.

184. The whole line of the Calcutta mail from Panwell to Nagpore would, under the above arrangement, be under the control of the Postmaster in the Deccan. There is at present an officer especially entrusted † with the duty of superintending the works erected for the transit of the mails on this line; this would relieve the Postmaster from the duty of providing for the means of crossing rivers in the rainy season, and allow him to give his undivided attention to the efficiency of the Post-offices and the superintendence of the travelling, unless it might be considered under the new arrangement expedient, which it probably eventually may, to do away with this special appointment, and entrust the whole charge of the line to the Postmaster.

	Rs.	*a.*
185. The cost of the seven stipendiary Postmasters above proposed would be at *Rs.* 150 each - - - - - - - - - -	1050	
To meet this, there is the present salary of the four Postmasters of Aurungabad, Kolapoor, Mhow and Sholapoor, at *Rs.* 50 each -	200	– –
Ditto - - - ditto - - of the Postmaster in Upper Sindh	150	– –
Ditto - - - ditto - - of the Postmaster at Belgaum -	100	– –
Ditto - - - ditto - - of Postmasters* at Poona, Tanna, Khandeish, Guzerat and Kurrachee, at *Rs.* 150 each - -	750	– –
	1200	– –

giving a less cost than at present of *Rs.* 150 per mensem.

Classification of Clerks.

186. The establishment of clerks in the Mofussil would no doubt be more efficient, were a better system of classification adopted with a more regular scale of pay, and a greater regard paid to promotion to the various grades; they might, I think with advantage, be divided into six classes; the first to receive *Rs.* 75 per mensem, the second *Rs.* 50, the third *Rs.* 35, the fourth *Rs.* 25, the fifth *Rs.* 20, and the sixth *Rs.* 15, below which there should be none.

187. The

* *Note.*—There is a Postmaster at Jaulna on *Rs.* 50 per mensem, whose pay would be saved, and there are three Clerks on *Rs.* 25, *Rs.* 15, and *Rs.* 10 respectively.

	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*
† *Note.*—This officer receives a consolidated salary of *Rs.* 516. 12. per mensem, made up of Civil Pay	395	–	–			
And Military net Pay - - - -	121	12	–			
				516	12	–
He draws also office tent allowance, amounting to *Rs.* 75 per mensem - - - - - -	-	-	-	75		
And has under him the following Establishment:						
An Assistant Surveyor and Builder, on - - - -	80	–	–			
8 Storekeepers, at *Rs.* 4 each - - - - -	32	–	–			
				112	–	–
TOTAL - - - *Rs.*				703	12	–

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187. The 96 clerks at present employed in the Mofussil, with the three belonging to the Jaulna office, if transferred to the Bombay Post-office, might perhaps be divided into the six classes proposed as follows:

				Rs.	*a.*	*p.*
First class on	*Rs.* 75 per mensem	3 clerks	-	225	-	-
Second class on	- 50 „	11 clerks	-	550	-	-
Third class on	- 35 „	12 clerks	-	420	-	-
Fourth class on	- 25 „	16 clerks	-	400	-	-
Fifth class on	- 20 „	20 clerks	-	400	-	-
Sixth class on	- 15 „	37 clerks	-	555	-	-
	99 Clerks, at a cost of	-	-	*Rs.* 2550	-	-

	Rs.	*a.*	*p.*
188. The present cost has been shown to be	*Rs.* 2341	13	6
To which must be added the salaries of the three clerks now at Jaulna Post-office, on *Rs.* 25, *Rs.* 15, and *Rs.* 10	50	-	-
	Rs. 2391	13	6
And as I have allowed above in calculating the number of clerks which will be requisite for a liberal establishment at Jaulna, the saving of the present Postmaster's salary may be added	50	-	-
	Rs. 2441	13	6

Being an increase of *Rs.* 108. 2. 6. on the present cost; or deducting this from the saving of *Rs.* 150, above shown in the salaries of Postmasters, leaving a net decrease in charge of *Rs.* 41. 13. 6., sufficient to allow for two additional clerks of the fifth class, should it be considered advisable to add to the number of the present establishment. The Postmaster-general would, of course, have to mature the details of any plan of the kind, and arrange where and how the clerks of the Mofussil postal department should be employed.

Transfer of certain offices to Bombay.

189. The Bengal Post-office Commissioner proposes to transfer some of the Post-offices at present under the control of the Postmasters-general of Bengal and the North-west Provinces to Bombay.

190. The two offices of Nagpore and Kamptee, at present under the Bengal office, are inconveniently situated as regards their periodical inspection by the Postmaster-general of Calcutta; not only are they at a great distance from his head quarters, but also, to reach them, he has to pass through a part of the charge of the Postmaster-general of the North-western Provinces.

191. These two offices, if made over to the Bombay Presidency, might be included in the charge of the Postmaster in the Deccan, whose line already extends as far as Nagpore.

192. Since the acquisition of the Punjaub, the number of Post-offices under the control of the Postmaster-general of the North-western Provinces has greatly increased; and his range has become so extensive as to make it difficult systematically to visit all parts of it; with the view of rendering it more manageable, it is proposed to relieve him of the charge of some of the Post-offices bordering in the Bombay Presidency.

193. The offices to be made over to Bombay, should the proposal be agreed to, are the following:—

1.—Erinpoorah.
- 1. Joudpore.
- 2. Palee.

2.—Indore.
- 3. Oogein.
- 4. Mahidpore.
- 5. Rutlam.
- 6. Jowrah.
- 7. Augur.
- 8. Sarungpore.

3.—Kotah.

4.—Neemuch.
- 9. Oodeypore.
- 10. Khurwara.
- 11. Salumber.
- 12. Kissore Saugor.
- 13. Mundessore.

In all, four principal and 13 subordinate offices.

194. If the arrangement is sanctioned, Erinpoora and its two subordinate offices might be made over to the Postmaster in Guzerat; and Indore, and its six subordinate offices, and Kotah and Neemuch, with its five subordinate offices, to the Postmaster in Khandeish, who might, in that case, transfer the offices of Bhewndy, Nassuck, Chandore, Malligaum and Dhoolia, at present under his charge, to the Postmaster of the Northern Konkan; but it would devolve on the Postmaster-general to arrange the detail of establishment requisite for carrying on the postal duties at the new offices placed under his superintendence, as well as to determine how far the plan I have sketched above could be carried out.

195. The

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195. The following is the Establishment at present kept up:

NAMES of OFFICES.	Postmaster's Salary.	Number of Clerks.	Aggregate Monthly Pay of Clerks.	Number of Delivery Peons.	Aggregate Monthly Pay of Peons.	Office Rent.	Other authorized Charge.	TOTAL Monthly Charge.
	Rs. a. p.		Rs. a. p.					
Nagpore	–	3	98 – –	5	31	30	30	189
Kamptee	50 – –	3	70 – –	7	50	18	18	206
Erinpoora	50 – –	2	45 – –	1	5	–	10	110
Joudpore	– –	1	25 – –	1	5	–	8	38
Palee	– –	1	20 – –	– –	– –	–	3	23
Indore	100 – –	7	215 – –	3	15	–	33	363
Oogein	– –	1	20 – –	– –	– –	–	2	22
Mahidpore	– –	2	55 – –	1	5	–	3	63
Rutlam	– –	3	75 – –	1	5	–	5	85
Jowrah	– –	1	20 – –	1	5	–	3	28
Augur	– –	1	17 – –	– –	– –	–	– –	17
Sarungpore	– –	1	17 – –	– –	– –	–	– –	17
Neemuch	100 – –	3	70 – –	4	24	30	30	254
Oodeypore	– –	1	20 – –	– –	– –	–	2	22
Khurwara	– –	1	20 – –	1	6	–	4	30
Salumber	– –	1	8 – –	– –	– –	–	– –	8
Kissore Saugor	– –	1	12 – –	– –	– –	–	– –	12
Mundessore	– –	2	50 – –	1	5	–	5	60
Kotah	– –	2	45 – –	1	5	–	8	58

Duties of District Postmasters.

196. The district Postmasters should, in their character of Inspectors, make a tour on every post line under their charge at least once a year. This duty should not be performed by merely travelling post haste from end to end, but leisurely, and with sufficient halts, to enable them to become acquainted with the working of the post. They should also, besides this annual tour, proceed to any part of their line, or any office along it, where their presence is required, owing to any unforeseen cause.

197. While on their tour, they should keep a diary of their proceedings for submission to the Postmaster-general. The subjoined instructions, and form of report to be furnished by them, prepared by Captain Hart, late Postmaster in the Deccan, have been obligingly placed at my disposal; they will serve to show what is required, and might be adopted with advantage, with the exception, that to make the proposed report really serve as a check on the proceedings of the Postmaster, it should be sent in weekly, instead of only once a month.

Instructions for District Postmasters when on deputation:

A report of daily progress, according to the accompanying form, to be forwarded with the abstract for deputation allowance.

In column 3 any impediments to the progress of the mail are to be noticed, whether reported to the proper authority, remarks on the ferries, &c.

In column 4 are to be entered abstract statements of complaints against the contractor for non-payment of his establishment, &c., or the fact of none being made; notice of his having provided suitable huts for his people; that they are not located in the public temples or chowries; that the wallets are in proper order.

In column 5 the state of the Government Establishment at subordinate stations must be shown, entries that the books have been examined and signed, the peons' distribution books found regularly authenticated by the clerk's initials daily, that no private accounts are kept, that all cash has been regularly paid into the treasury, that monthly lists of unclaimed letters, as addressed in the English or native character, have been hung up outside the office, and forwarded to the Kuchery and Adawlut, that notice of the hours of the office being open and closed is also exposed, &c., whether complaints exist.

In the column of Remarks is to be entered, that notice of intended visit to subordinate stations and length of stay has been given to civil and military authorities, the usual time of delivery of the mail how long after its arrival, state of branch offices, and general observations; particular notice is to be taken of the bags from district offices containing other than post letters.

(To accompany the Abstract of *Rs.* 5 per diem for deputation allowance.)

DEPUTATION REPORT of ———— Postmaster, Dekkan Division, from the ———— to the ———— inclusive, while visiting the Stations on the (Canoor) Line.

Date.	1. STATION.	2. Distance.	3. State of the Road, Rivers, Nullas, &c.	4. Remarks on the Contractor's Establishment	5. Remarks on the Government Post-office Establishment.	General Remarks.
1850:		M. F.				
Nov. 3	- Left Poona for Wurker, No. 2 Station.	10 4	- - A pathway has been cleared over the hills since last Report, and nulla not bridged.	- - The runners, extra runners, riders, &c., at No. 1 and 2 Stations, paid up; no complaint; proper huts provided.		
" 4	- - Yekutpore, No. 4 Station.	9 3	- - Pathway to nullas has, and required to be levelled; reported the same to engineer department.	- - Extra runners two months in arrears at No. 2: fined contractor double the amount, and had the new paid in my presence.		
" 5	- - Yeyootie Post-office Station, No. —	- -	- - Yekertpore nulla requires to be bridged; constant delay occurs here in the rains.	- - No complaints; huts at No. —, but runners at No. —, living in the Chowries, ordered their removal, and a hut to be provided at once.	- - Examined the clerk's books, and signed them; fined him *Rs.* — for not having the Unclaimed Letter List outside his office; he has been — years in the service, but is not acquainted with his duty. The office is open at —, and closed at —.	- - Gave notice of my intended arrival to the Mamlutdar. The people complain of the inattention of the clerk, who is often absent in office hours; reprimanded, &c. &c.
" 6	Ditto.					
" 7	Ditto.					

Signatures.

Deputy Postmasters.

198. Clerks in charge of Post-offices might be styled Deputy Postmasters: and as they would be at the head of an office, and the Postmaster of the district might be at the other end of his range, they should correspond direct with the Postmaster-general on all subjects not connected with the travelling of the mails, and they should have charge, where the dawks are carried by Government establishments, of the runners and overseers, on the lines subordinate to the station at which they are Postmasters.

Their duties.

199. It should be their duty to keep the Postmaster of the district fully informed on all points connected with the expeditious travelling of the mails; to report all extraordinary detentions, and to suggest any alterations in the hour of despatch of cross or branch posts by which the convenience of the public could be better secured.

200. They should bring to the immediate notice of the Civil Engineer, the Superintendent of Roads, or other officer in charge of public works, any sudden damage done to bridges, causeways, roads, &c. by which the transit of the mails might be impeded.

No reduction in establishments can be made.

201. In Mofussil Post-offices the establishment of clerks was not increased when the Overland communication and pre-payment of steam postage were organized, though the numerous accounts and statements, to which the latter especially give rise, greatly added to their duties; it is not the opinion of the postal authorities that any reduction could be made on the introduction of the projected reforms; and, as far as I have had opportunities for judging, I am inclined to agree with them.

202. I have proposed *Rs.* 15 as the minimum pay for post-office clerks in the interior, as I consider a lower rate would not secure the possession of the acquirements necessary for the proper performance of the duties; requiring, as they do, in addition to constant and unremitted attention at office, considerable geographical knowledge, and an acquaintance with the English language.

203. On this subject Captain Hart observes, "They (post-office clerks) are required to be at their posts night and day; a holiday is unknown to them; in sickness they have to provide and pay for a substitute; in some cases, a peon also, or deliver the letters themselves; and yet a correct statement of all monies passing through their hands is expected from them. Wholly uncontrolled in the preparation of their accounts, is it to be supposed that these underpaid, overworked clerks should do otherwise than appropriate a portion of their receipts when they can do so with impunity?"

Promotion of Mofussil clerks.

204. In order to arrange a better system of promotion among Post-office employés, the power of appointing to all vacant offices must be vested in the Postmaster-general, to whom the district Postmasters might submit their recommendations in favour of deserving individuals; the personal acquaintance with the general qualifications and conduct of the clerks of the department, which would result from his constant tours of inspection, would assist the Postmaster-general in making his selection.

205. With

205. With a better system of promotion, and a minimum pay of *Rs.* 15 per mensem, some arrangement might be made for testing the qualifications of candidates by means of examination, as is now done prior to admission into the service of Government in other departments; at present an acquaintance with the duties to be performed is not sufficiently considered in nominating to vacancies in the post-office, and mistakes and confusion is too frequently the consequence.

Qualifications should be tested.

206. Every Post-office should be furnished with a delivery peon; and where the number of letters to be delivered in a month exceeds a certain average, there should be two, beyond another point three, and so on. The Postmaster-general, in communication with the local officers, might arrange the gradations by which the strength of the delivery force should be regulated.

Every Post-office to be supplied with proper machinery.

207. Every Post-office should be supplied with proper scales and weights and stamps, with complete lists of all Post-offices in India, and, so long as postage is made at all dependent on distance, with the rates of postage leviable.

208. The stamps at present in use in the Post-offices in the Province of Sindh, are not the same as those employed in the rest of India, but more similar to those of the United Kingdom; they are, perhaps, neater than the Indian stamps; but as it would occasion a very great and unnecessary expense to introduce a new style of stamps throughout India, the Sindh stamps should, I think, be changed for those in ordinary use, both for the sake of uniformity, and because the description of stamp at present used there is not recognised by the Post-office rules and regulations.

209. All large offices should be supplied with shifting types to show the date; in small offices it might be inserted, as it is at present, by the Post-office clerk in writing.

210. By Section XXVI. of the Rules passed by the Governor-general of India in Council on the 30th August 1837, "at Provincial Post-offices the packets are to be made up at 5 P.M. for all mails to be despatched in the course of the night; but for mails which usually pass in the course of the day, the packets are to be made up half an hour before the expected arrival of such mails, which are in no case to be subjected to any detention."

Uncertainty and delay in the Post's arrival at offices on trunk lines.

211. Were the hour of arrival of the mails the same, or even nearly the same, every day, this rule would be productive of little or no inconvenience; on long lines of post, however, such as those from Calcutta, Madras and Agra, the hour of the mail's arrival at any given point, particularly during the rainy season, ranges over the whole 24; and it is therefore impossible, in practice, for the Postmasters at intermediate stations to close their packets half an hour before its arrival; the consequence is, that in the greater number of cases they are obliged to fix on some arbitrary hour: and should the mail from the terminal station arrive before the packets are made up, as it is "in no case to be subjected to any detention," the letters from the station itself are all left behind, and must wait till the next mail passes through.

Reason of this explained.

212. When at Ahmednugger in August last, I received many complaints of the very great delay and uncertainty to which the correspondence with Bombay was in consequence subjected, letters posted there sometimes taking four days to reach their destination, while they come up in 26 or 28 hours.

213. This delay in letters arriving in Bombay, I found, on inquiry, to be partly owing to the cause I have described, and partly to the mail being despatched from Poona to Bombay at 5 P.M. every day, without reference to the arrival of the Calcutta or Madras Posts; it sometimes happened in the rains, when the time of arrival of the Calcutta dawk at Ahmednugger is very uncertain, that the whole of the station letters were detained 36 or 40 hours, owing to no post passing through during that period; and again were too late in arriving at Poona for the post to Bombay, and had consequently to wait till the following day.

214. This inconvenience has been modified to some extent by the Postmaster-general since I brought the subject to his notice, by instructing the Post-office clerk at Ahmednugger to despatch his mail daily to Poona at 7 P.M. (so as to arrive at Poona before five next day), whether the Calcutta dawk has arrived or not; in the latter case, sending it on by express to Poona, if there is any chance of its arriving in time there.

215. But the same inconvenience and uncertainty in respect to their correspondence with Bombay exist also at Aurungabad and Jaulna,* and indeed on every line of road in India in which the hour of the mail's despatch is dependent on the arrival of the post from the terminal

* *Note.*—The Postmaster of Belgaon says, "I received a note a few days ago from Mr. Hart, the Inam Commissioner from Dharwar, complaining that letters he posted there on the 2d did not reach Belgaon till the 4th instant. This delay was owing to the detention of the Madras dawk from heavy rain." And Mr. Elphinstone, the Collector of Khandeish, complains that great delay is occasioned in the transmission of letters to and from his district officers, which are conveyed partly by regular post, owing to the uncertainty of the Bombay and Agra mail; it sometimes, he says, "takes six days to convey a letter from Shada Soltanpore to Malligaum, and about seven days from Boodhwar to Dhoolia."

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minal station; and to attempt to provide for the evil by fixing on an arbitrary hour of despatch from one Post-office without reference to the arrival of the mail from the Post-offices in the rear, is merely to overcome the uncertainty at one station, by increasing it at all the rest.

Remedy considered.

216. The only means by which the inconvenience could be entirely removed would be perfect punctuality in the arrival of the mails at all intermediate stations; and this, in the first place, in the present state of the roads and rivers, is not attainable in this country; and, secondly, were it so, it would be at the sacrifice of speed, and the interests of the more important terminal stations would then be made subservient to those of the intermediate ones.

217. None of the Postal authorities whom I have consulted have been able to propose any feasible means of getting rid of the evil, and the only arrangement which I can suggest, is to make up the packets at intermediate stations twice a day, instead of once, say at noon, and at 6 P.M., so as to reduce the chance of the whole correspondence of the station being left behind, in consequence of the packet not being ready, and, where the correspondence between any two stations is of sufficient importance, to keep up a separate establishment of runners, and have an independent despatch daily.

Publicity to be given to additional facilities afforded.

218. Greater publicity should be given of the facilities afforded for communication by post; when any new office is opened, or a receiving house or letter-box established, intimation might be given to the collector or other chief officer of the district, with a request that notices in the native language might be issued to his subordinate officers for the information of the public.

Unclaimed letters.

219. Lists of unclaimed letters lying in the Post-office, in the English and Native languages, should be hung up outside; and the rates of postage leviable on all letters, newspapers and parcels should also be translated into the native language, and posted above the letter-box, with which every Post-office should be furnished.

A post-office manual required.

220. A manual of Post-office Instructions was prepared some years since, by a former Postmaster-general of the North-western Provinces; many alterations have since taken place, and the reforms now under contemplation will, if carried out, render it almost useless; a manual should be prepared for the guidance of the Indian Post-office generally, and published under authority.

Post-offices should be on trunk lines.

221. Post-offices at all towns on trunk lines should be stationed on the high road; at present many of them, as is the case at Malligaum, where it is situated in the cantonment, 1½ mile from the road, are at a distance on one side, and much time is consequently lost, owing to the runners being obliged to make a detour to reach them.

Clerks should live on the premises.

222. Did the clerks in charge of Mofussil Post-offices live on the premises, much time would be saved when the mails pass at irregular hours, or during the night, when it not unfrequently happens either that the packets have to be taken to the clerk's house, or the mail detained till he can come to the office.

Receipt and delivery of letters.

223. The receipt and delivery of letters at Mofussil Post-offices should be regulated, as far as practicable, on the plan recommended for the General Post-office at the Presidency, letters brought to the office being posted by means of locked letter-boxes with slits for their reception, and those arriving for delivery being sorted among the letter peons and the office window delivery, an acknowledgment being taken from the former in the abstract register of the office for the number of letters, &c., entrusted to them for distribution, and the amount of postage for which they are responsible.

Delivery peons and contingent allowances.

224. The number of delivery peons and contingent allowance for stationery, &c., of the different offices also require to be remodelled, and placed on a footing more in accordance with the work performed by each.

225. From the statement I have given above in para. 154, it will be seen that the number of peons, and the sum allowed for contingencies, do not in the case of many of the offices bear the same proportion to the number of covers despatched; thus at Ahmednugger, with 5,114 covers despatched, there are two delivery peons, while at Belgaon, with 5,319, there are six, and the contingent allowance at Ahmednugger is only half the sum expended at Belgaon; at Darwar, with only 2,914 covers despatched, there are four delivery peons, and *Rs.* 12 for contingencies, while at Rutnagiree, with 2,767 covers, there is only one peon, and an allowance of *Rs.* 5 for contingent.

226. Again, at the Ahmedabad Cantonment Post-office, with 1,051 covers, there are three peons, and at Hursole, with only 280, two; while at Sattara, with 2,642, there is but one; and the contingent allowance at Tatta, with only 705 covers, is equal to that of Ahmednugger with more than 5,000!

227. The above examples show that some scale of allowance, as well as of peons, should be laid down with reference to the amount of work performed; the Postmaster-general alone can arrange the details of such a plan; but it might be a good arrangement to divide the different offices into classes both with respect to clerks and allowances; a first-class office to have a certain number of clerks on certain fixed rates of pay, a certain number of delivery peons, and a sum as contingent allowance; a second-class office in like manner provided for by a lower rate, and so on.

228. The

228. The Post-office Committee which assembled in 1836 divided the Post-offices in respect to contingent allowance into 10 classes; the first class to receive *Rs.* 30 per mensem, the second *Rs.* 15, the third *Rs.* 12, the fourth *Rs.* 11, the fifth *Rs.* 10, the sixth *Rs.* 8, the seventh *Rs.* 6, the eighth *Rs.* 5, the ninth *Rs.* 3, and the tenth *Rs.* 2; and there were in the Bombay Presidency one office only of the first class, none of the second, three of the third, one of the fourth, four of the fifth, five of the sixth, three of the seventh, nine of the eighth, fourteen of the ninth, and sixteen of the tenth.

229. These allowances were apparently fixed on somewhat arbitrary principles, and the amount was very soon not abided by, and in most instances exceeded, as will be seen by the statement appended to the Postmaster-general's letter to the Secretary to the Government of Bombay, No. 1041, General Department, dated 11th January 1841. Allowances of this kind must, in fact, to a certain extent be considered fluctuating, depending on the correspondence passing through the office at a given time, and, as such, a discretionary power ought to be left with the Postmaster-general to review and reconstruct the allowance periodically, making such changes as appear to him called for, provided the gross sum sanctioned as contingent allowance is not exceeded.

Travelling of the mails, and mode of conveyance.

230. In the Bombay Presidency the mails are carried by mail carts, by horses, and by foot-runners, according to the description of road to be travelled over, and the degree of importance attached to quick travelling on any particular line.

Means of conveyance best suited.

231. Wherever metalled roads have been provided, and bridges erected, the mails should undoubtedly be conveyed in wheeled carriages; they travel at a more uniform rate of speed, and the packets are better protected, both from weather and other accidents, than when carried on horseback, or by runners.

232. Where the rains are light and the country tracks tolerably good, and not liable to be flooded, horses answer very well; but over a black or heavy soil, it is very questionable whether a foot-runner cannot make better progress, in the rainy season at least, than a man on horseback; and, if so, the substitution of horses for men is not in such cases desirable, and would not in the long-run be found to ensure any thing like an increase in celerity or regularity commensurate with the additional outlay.

Length of post roads.

233. The number of miles travelled over by the mails under the control of the Postmaster-general of Bombay is 3,926, and in the province of Sindh there are 818 miles of post, which, as I have explained above, though now within the Bombay Presidency, are not under the General Post-office; making a total distance of 4,744 miles.

Cost of conveyance of mails.

234. The annual cost of conveyance is for Sindh *Rs.* 28,884, and for the mails under the Postmaster-general *Rs.* 2,55,112. 0. 5., or an aggregate charge of *Rs.* 2,83,996. 5., giving the average annual cost per mile at *Rs.* 59. 10. 9.; this does not include the conveyance of the mails between Bombay and Sindh by sea, for nine months in the year, at a charge of *Rs.* 65,000.

How carried.

235. Of the 4,744 miles of post-road in the Bombay Presidency, the mails are carried on 2,569 miles by contract, and the remainder by Government establishments; there are mail carts and horse dawks over 982 miles, 20 miles of water carriage, and 3,742 miles on which foot-runners only are employed.

Panwell and Nagpore contract.

236. The longest line under one contract is that from Panwell to Nagpore, 476 miles; this was formerly divided into two, there being a separate contract from Bombay, across the harbour by water, to Panwell, and thence by mail cart to Poona; and another for a horse dawk from thence to Nagpore; the water carriage is, however, now contracted for by the Bombay Steam Navigation Company, the mails as well as all Government stores and troops being, by the terms of the last agreement entered into with them, carried free of charge, in consideration of the Panwell ferry farm being made over to them.

237. The present contractor covenants to carry the mails from Panwell to Poona by mail cart, and from Poona to Nagpore by horses; in his former contract he agreed to keep up a certain number of horses at each stage; but in the agreement last entered into with him, a certain pace for mails and expresses, and a maximum weight for the ordinary and Overland mails, are stipulated for; but the means necessary for accomplishing this, are left to himself. He is further bound to convey all Government expresses free of extra charge, and for private expresses is allowed half the amount paid to Government, viz., 2 annas a mile. He is allowed a reward for carrying the mail between Poona and Nagpore at a quicker rate of speed than 60 hours: the Bhangy mail travels with the letter mail between Panwell and Poona; but from Poona to Nagpore, and *vice versâ*, it is despatched only on alternate days. He has to provide bags and wallets for the mails, and is allowed 2 annas a pound for extra weight conveyed between Panwell and Poona.

Bombay and Indore contract.

238. The contractor for the mail from Bombay to Indore agrees to carry the mails either on horseback, or in mail carts, and the Bhangy mail on alternate days; the whole weight not to exceed two hundred pounds if carried by carts, or seventy-two if carried by horse, except on the arrival of the Overland mail, when the mails are to be despatched from Bombay twice in the twenty-four hours; but the weight not to exceed in the whole 350 lbs. In other respects the conditions resemble those of the Nagpore contract.

Foot dawk contracts.

239. In the contracts which have been entered into for foot dawks a certain pace for the fair and rainy season has been stipulated for, and the contractor left to employ any means of conveyance he pleases; he is bound to provide wallets and mail bags, to erect huts for runners, to keep agents in attendance at the different Post-offices *en route*, and to provide boats, ferry men, &c., for crossing rivers.

240. The greatest rate of speed which has been attained under the system of foot dawk contracts is in the short line between Punderpore and Sholapore 41 miles, where it has averaged as much as 6 miles, 1 furlong, 15 poles, in the fair season; the speed of foot dawks carried by contract, as contrasted with those under the direct management of the officers of the department, is in favour of the contract system; the average rate throughout the year being under contract, 5 miles, 6 furlongs, 30 poles per hour; and by Government runners only 4 miles, 1 furlong, 27 poles.

Kurrachee contract.

241. The present contract for the conveyance of the mails by steam-boat between Bombay and Kurrachee in Sindh, provides for the transmission of all mails, Bhangies, &c., three times a month during the fair season. In the months of June, July and August no mails are sent by sea to Sindh. The time agreed on is 100 hours each way. The dates of departure are at present from Bombay, the 8th, 18th and 27th of each month, and from Kurrachee the 2d, 13th and 24th. The terms of the contract are *Rs.* 7,500 per mensem, except in the months of May and September, when a deduction of *Rs.* 1,250 is made for two voyages not performed, making an aggregate of *Rs.* 65,000 per annum. The present contract was entered into for a term of four years.

Remarks on contracts.

242. It is questionable, I think, when a contract on an untried road, for a new description of conveyance, is first entered into, whether it is prudent to leave the employment of the means necessary to work it satisfactorily altogether to the contractor; on the Panwell and Nagpore line, where the experiment of a horse dawk had been tested, and the contractor's establishments proved by an experience of some years to be sufficient, there might be no occasion to stipulate for a certain number of horses being kept up at each stage; but on the Bombay and Indore line, had the means by which the contractor proposed to carry the weight agreed on, been more fully considered, and the necessary stipulations entered in his agreement, it might perhaps have obviated the disappointment and complaint to which his failure to fulfil its conditions gave rise.

Indore contract.

Causes of failure.

243. Two causes appear to have combined to prevent the satisfactory working of the contract; first, he bound himself to perform more than his means warranted; and, secondly, a part of the road at least would seem by no means adapted for the description of carriage contemplated.

244. By the terms of his agreement he bound himself to make two trips a day, on the arrival of the Overland mail; in respect to this, the Postmaster-general of Bombay says, " It is utterly impossible to expect that the contractor can make double trips; I am quite satisfied of this point, and consider therefore that it would be unjust to require him to make them." One great object in inviting tenders for the conveyance of the mails on the Indore road at a greater rate of speed, appears to have been the more expeditious despatch of the English correspondence from the Bombay office: every exertion is made to bring the mails from Europe to India in the shortest possible time; but the advantages thus gained are to a great degree nullified if these exertions are remitted as soon as they reach this country; and the great desideratum has therefore been to carry the whole bulk of the mail onward from Bombay without delay.

Object in view.

245. It was thought that with two despatches a day, this could be accomplished on the Indore road in three days; and if the contractor is unable to fulfil this part of his conditions, one great end in view in arranging for the contract has failed of its accomplishment.

Means should be specified.

246. I am not aware whether any, and, if so, what modifications were subsequently made in the terms of his original contract; but it appears to me, that, to whatever cause its failure in the first instance is to be attributed, whether to imperfect information at the outset, ignorance of the character of the country to be travelled over, or a blind disregard of the difficulties incidental to an undertaking of such magnitude on a line of road hitherto traversed by foot runners only; it is of importance, in all future cases of the kind, to provide, by specific conditions, for the manner in which it is proposed to carry out the conditions agreed on, and not to take it for granted that the contractor will, for his own sake, take care to provide the means necessary for their fulfilment.

247. This might be sufficient did a failure affect the contractor alone; but the interests of the Government and of the public are also involved; as when the means of postal communication in a country have been entirely changed by the introduction of a new system, it is not possible again to fall back on those before employed, which, on ceasing to be required, are in most cases no longer available for the purpose.

Short lines better.

248. I think, too, as a general rule, in a first undertaking of the kind, contracts for shorter lines would be found to answer better; it is difficult, if not impossible, for any one man to superintend or satisfactorily work a new contract for some hundreds of miles of road; and it is not probable in this country, at any rate for some years to come, that the same description of carriage would be found to answer over the whole; besides which, the large

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large amount of capital required to enable a speculator to undertake such a contract, narrows, if it does not entirely prevent, competition.

Mail guards.

249. It has been suggested, that it would be a good arrangement for Government to supply the carriages necessary for the conveyance of the mails, and merely contract for their being horsed; sending a mail guard with every carriage, both to protect the bags and keep time; the increased expense necessary to carry out such a system would be, to some extent, an obstacle to its adoption; and moreover it is, I think, very questionable whether there would be anything gained by the mail carriage being provided by Government. Besides, in respect to guards, their additional weight would be a great drawback, and it would be difficult in this country to get fit men for the duty; but even could these objections be removed, they would not, I am of opinion, be found of much use.

Success of foot contracts.

250. Many of the foot dawks are now carried by contract, and, as far as the Bombay Presidency is concerned, the system seems to have answered very well; some of the former overseers of the line have, in most cases, taken the contracts, and have generally agreed for rather a higher rate of speed and lower rate of cost than the Government establishments which they superseded.

251. On this subject the late Postmaster in the Deccan states—"The dawks should one and all be conveyed by contract, on the plan of that entered into for the Danoor line; a sketch survey of the road, and requiring certificates, would ensure regularity, and the security taken from the contractor puts a stop to the plunder of the dawk bags. For the first three years the rate demanded by the tenderers would be little less than the present actual cost to Government; but after that period, when the system was understood, the contracts should be offered to public competition. Experience has convinced me that a contractor on a "foot line" can work it at a profit, at 15 per cent. under the cost to Government. The saving might be appropriated to establishing horse dawks on the main lines."

Their extension recommended.

252. I have shown above, that the average rate of speed on lines on which the post is carried by contract, is higher than where runners under the direct control of the officers of Government are entertained; wherever, therefore, a contractor is willing to take any portion of a post line on terms below the present cost, provided he can satisfy the postal authorities of his ability to fulfil the conditions to be imposed on him, there would seem no objection to its being made over to him.

Rate of travelling. Marked (E.)

253. The statement in the Appendix, shows the average rate of travelling at present maintained on the several post lines under the Bombay General Post-office, both during the fair season and the rains: the rates of speed therein exhibited, it will be observed, are exclusive of detentions.

Detentions.

254. In the Returns submitted by the Bombay Office, a certain fixed allowance for detentions, such, for instance, as Post-offices *en route*, crossing the rivers, and in some cases the ghauts on the road, &c., is deducted, in the first instance, from the gross time occupied; and besides these, during the rainy season especially, large deductions are frequently made for detentions from rivers and nullas, and owing to bad weather and the flooded state of the roads.

Means of ascertaining their truth not sufficient.

255. The means at present taken to ascertain the truth of alleged detentions on this account are not in all cases satisfactory.

Vide my letter to Mr. Secretary Lumsden, No. 50, dated 8th July 1850.

256. I have already noticed one case, in which excuses for over-time, owing to bad weather, were required to be verified by certificates from the village officers; and have shown how an opening may be thereby afforded for collusion between them and the mail contractor.

257. In another case (on the Agra Road), the Postmaster has stated, that when the dawks were carried by the Government establishment of foot-runners, so liberal an allowance was made for detention during the rains, that when it came to be deducted from the gross time, it made the monsoon rate of actual travelling range considerably above what was maintained in the fair season, clearly showing that the means for ascertaining the truth of such alleged detentions from bad weather were very inadequate.

258. On the present contract being entered into for the conveyance of the mails between Bombay and Indore, an additional fixed allowance for detention, of 1 hour and 45 minutes for ghats, appears to have been deducted in calculating the pace contracted for; thus in effect adding 1 hour and 45 minutes to the time agreed on.

Alteration recommended

259. The more proper course would be, to enter the gross time occupied from one given point to another, in the returns exhibiting the travelling of the mails, and make all allowance for detention the subject of special explanation: it is of no advantage to the Government, or to the public, that a contract is entered into to carry the post at a greater degree of speed, if the effect is neutralized by additional allowance for detention; nothing, for instance, is gained by the post being actually carried six miles an hour, instead of five, between two places 60 miles apart, if two hours longer are allowed for detentions by the way.

260. Under a system of excluding all detentions, the great fact, viz., how long the post actually takes in arriving at a particular place, is apt to be lost sight of; and if a high rate of speed per hour be shown, the result is considered to be satisfactory.

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261. The late Postmaster in the Deccan observes on the subject of checking the travelling on lines not under contract—" The time-tables of travelling, as at present furnished, are mostly fictitious; the entries are made by clerks without any time-piece to guide them, and the reports of detention are filled up from the overseers' reports, who take care to show that any delay which may have occurred on their way was unavoidable. Stoppages at nullas are noted; but, for want of a survey, the Postmaster is ignorant of such watercourses crossing the road."

262. In arranging for all contracts, the agreement should merely specify the number of hours in which the mail is to be carried, and the contractor be left to reserve, in the time agreed on, sufficient latitude to cover the ordinary detentions to which the dawk is subjected *en route*; all other delays, owing to bad weather, the flooding of rivers, or other causes beyond his control, forming the subject of special explanation, and being admitted only on his satisfactorily establishing their truth.

Delay in Guzerat mails.

263. Some of the mails under the control of the Postmaster in Guzerat travel very slowly in the rainy season: on this subject, the Postmaster in Guzerat, Mr. Harrison, states—" The delay* in the Bhooj line occurs chiefly from detention at the run (near Runole) extending from 12 to 13 miles, the flood of which at most times is knee-deep, and at other times still higher; and no boats are employed on this part of the run. On the Deesa line no boats are available specially for postal purposes, at the Suburmuttee river near Ahmedabad." With the view of obviating any delay at this point, the Postmaster recommends that two boats should be kept up and placed under his control. In respect to the delay in the Bhooj line, he says, " I am at a loss to suggest any remedy on this line, as the flood is so uncertain, that while knee-deep at one hour, it certainly recedes the next; but a runner is still in as bad a predicament, wading with as much difficulty as possible through a large extent of mud. The only course that can be resorted to as a remedy is to alter the route from the Bhugwa creek across the Gulf of Cambay to Gogo, and Rajkote *viâ* Jorria, across the Gulf of Cutch to Toonia Bunder. The flooding of the numerous nullas, and the badness of the roads here and there during the monsoon, on both lines of road, are also serious obstacles."

Vide my letter to Mr. Secretary Lumsden, No. 356, dated 18th December last, para. 69, *et seq.*

264. I have already alluded to the subject of changing the present post line to Bhooj to that recommended by Mr. Harrison in the above extract, and have suggested that further inquiries should be made into the feasibility and advantage of doing so, in my report on the district dawks of the Bombay Presidency.

Scinde mails.

265. In Scinde, likewise, the periodical inundation presents a formidable obstacle to fast travelling: Mr. Stapleton, the Postmaster of Upper Scinde, observes: " Detention is, however, experienced during the periodical inundation of the Indus, in the Bhawulpoor and Bharoda lines of road: where the canals are crossed by bridges and ferries the delay is trifling, but on the road between Sukker and Shikarpoor, the greater part of which is a complete swamp from July to the middle of October, the dawks are nearly twice as long in transit as when the roads are dry."

Other causes of delay.

266. Rivers and bad roads are not, however, the only cause of detention. Captain Adams, Assistant Civil Engineer in Khandeish, speaking of the delay in the Indore mail, says, " I have observed that great delay takes place at the district post-offices, by sorting the letters on the arrival of the mail; this should not be allowed; a bag for each station ought to be ready by the time the mail arrives; the time taken for changing horses (sometimes 20 minutes) is preposterous; 2½ is a very fair time, and can be done if the mail arrives at the time expected."

267. Under the system I have proposed for the management of Mofussil Post-offices, and dawk lines, the neglect of the Post-office rules, and the culpable delay above pointed out, would soon disappear.

Delay from rivers, &c.

268. The Postmasters of the different post lines have prepared, at my suggestion, lists of the principal rivers and nullas which obstruct the travelling of the mails during the rainy season; and one of the first subjects to which the Postmaster-general should turn his attention in the periodical tours of inspection, which I have suggested he should constantly make when relieved from the details of the Presidency Post-office, should, I think, be the consideration, in communication with the district Postmaster and the civil engineer, of the best means for removing or remedying the delays which are now occasioned.

Delay owing to Panwell river.

269. Some delay, and considerable uncertainty in the arrival of the principal posts, received in Bombay *viâ* Poona and Panwell, result from their having to pass down the Panwell River, which is not navigable even for the smallest craft at all times of tide.

270. From a statement which I have obtained, it appears that since the present contract with the Bombay Steam Navigation Company for crossing the mails by steam came into operation, the longest time taken has been 17 hours and 50 minutes, and the shortest, 3 hours and 35 minutes, or a difference of 14 hours and 15 minutes in the transit.

Plans for obviating this delay.

271. Several schemes have been from time to time proposed to obviate this inconvenience, and

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* *Note.*—The delay is stated to be sometimes so great as to double the time ordinarily taken by the mail between Bombay and Bhooj.

and avoid, if possible, the difficult navigation of the Panwell River altogether; the distance from Poona to Bombay by the present route is 70 miles by land and 17 by water; one of the plans proposed, viz. to make Inora Bunder the embarking point, would make the land journey 81½ miles, and reduce the water-carriage to only 6 miles; another by Hog Island would give 80 miles by land and 8¼ by water, and a third by Dewallia gives 75 miles by land and 13½ by water.

272. Of all these the route by Inora Bunder is the most eligible, as it is only six miles from Bombay, and can, it is understood, be reached at all times of tide and at all seasons: the very great expense attending the construction of a line of road to connect the point of embarkation with the present post line, estimated at about 5½ lacs of rupees, was, however, considered a fatal bar to entertaining such a scheme.

273. Some arrangement by which the present uncertainty and delay would be got rid of appears very desirable; an expensive contract conveys the mail by land at a good rate of speed as far as Panwell, and the advantage thus gained, at a large outlay, is lost for want of some better means of transit across the harbour.

274. It is a question, I think, worthy of consideration, whether, in the event of the post route to Bhooj being changed from the circuitous road, by Baroda and Kaira, to the more direct line from Surat across the Gulf of Cambay to Gogo, and thence through Rajkote, and across the Gulf of Cutch, it might not be feasible to arrange for the mails to Scinde being carried by this route, and thus obviate the necessity for the present expensive contract for their conveyance by sea for nine months in the year.

Kurrachee contract considered in connexion with a change in the land route.

275. The Steam Navigation Company in Bombay despatch boats three or four times a week during the fair season to Surat, and occasionally to Gogo and Tankuria Bunder; if an arrangement could be made with them to send a steamer every other day, calling at the above places, the present post communication by land might be taken off; the mails for Scinde could be landed at Gogo within 30 hours after leaving the General Post-office; and, with a horse dawk across the Provinces of Kattiawar and Cutch, they would reach Kurrachee in five days at most from Bombay; by this means a communication would be opened every other day, in place of three times a month only, as by the present plan, and probably at a much lower cost.

276. Complaints have frequently been made of the damage done to the contents of the dawk wallets by wet, in the rainy season; the wax-cloth at present in use in Bombay is of an inferior description to that manufactured in Calcutta or Madras, and the rains are perhaps on the whole more continuous and soaking.

Damage to mails from wet.

277. It has been suggested that "Gutta percha" would be a better protection against wet than wax-cloth: I have obtained some specimens of the former, with the following information respecting it: "The thick piece is only half of the original breadth of the sheet or web, which is about 24 or 25 inches wide; it is a piece used for sending about 50 reports at a time, and has already been so used on several occasions, being still as good as new. The other sample would, I think, be most generally useful for small packets; neither will bear sewing, but should be rolled round the paper, &c., to be packed, and then enclosed in a paper or other cover, to save from rubbing. The cloth is made by the Gutta Percha Company, London. It is sold by the pound. The thin is 10*s.* a pound, containing about 17½ yards in length (105 square feet); the thicker sort is 6*s.* a pound, containing 7 yards (42 square feet), making the piece per yard long, 7*d.* for thin sort and 10¾ *d.* for the thick. It stands this climate very well."

Gutta percha.

278. If arrangements could be made to prevent friction in the mail wallets, the experiment of using gutta percha for the packets would seem worth a trial. In the North-western Provinces canvas bags lined with wax-cloth have been found a sufficient protection from wet; but I question how far these would answer the purpose in Bombay.

A trial suggested.

279. Canvas or sail-cloth steeped in linseed oil has also been recommended; but no preparation will, it is to be feared, be found sufficient altogether to keep out wet, so long as mail bags are subjected to be pulled through rivers, laid in water at the bottom of boats, and exposed to the various soakings they must go through on a long line of road, without any adequate external protection from the weather in the middle of a tropical monsoon.

Difficult to keep out wet.

Calcutta, April 25, 1851. W. *Courtney*, Commissioner.

(No. 1, A.)

Date of Issue.	Number of Letters.	English Direction.	Stations.	Postage.	Postage on Letters received from other Peons.	Party's Receipt.	How disposed of if undelivered.
		No. 2, 10th September 1850.		Rs. a. p.	Rs. a. p.		
	1	Burjorjee Rustumjee - -	Poonah - - -	- - 6	—		
	1	Mr. Clare - - - - -	Sholapore - -	- 2 -	—		
	1	Rev. F. Morris - - -	Calcutta - - -	- 3 -	paper.		
	2	Ruttunjee Cursetjee - -	Seroor Malligaum -	- 3 -	—		
	1	Mr. Joas. Bauptista - -	Poonah - - -	- - 6	—		
	1	Cumroodeen and Brother -	Nuggum - -	- 1 -	—		
	2	Charles A. West, Esq. - -	Surat Poonah - -	- 3 -	—		
	1	Mr. Robt. Peat - - -	Shikarpore - -	- 12 -	—		
	1	Messrs. Furdonjee & Co. -	Kurrachee - -	- 10 -	—		
	1	E. E. Elliott - - - - -	ditto - - -	1 10 -	—		
	1	David M'Cullock, Esq. -	Colombo - -	- 3 -	paper.		
	1	Dinshaw Eduzie - - -	Neemuch - -	- 4 -	—		
	1	Mrs. Stow - - - -	Bombay - - -	- - 6	—		
	1	John Turner, Esq. - -	Poonah - - -	- 1 -	—		
	1	Mr. Clare - - - - -	ditto - - -	- 1 -	—		
	1	Mr. J. Francis de Sequarin -	Honore - - -	- 3 -	—		
	1	Sorabjee Pestonjee - -	Rutnagerry - -	- 2 -	—		
	1	Framjee Nusservanjee - -	Surat - - -	- 1 -	—		
	1	Hajee Janaul Abdeen - -	Goruckpore - -	- 12 -	—		
No. 19	- -	1 B. Soonderjee - - -	Bombay - - -	- -	- - 6		
	4	Editor of the T. and Courier -	Baroda, Solapore, Kirkee, Belgaum.	- 10 -	—		
	25			5 2 6	- - 6		

Memorandum.

	Rs. a. p.
	1 10 -
	- - 6
	5 2 6
	6 13 -
Paid - - - - - - - - - - - - -	5 2 -
Balance - - - - - - - - - -	1 11 -

Despatched 11 20 A. M.

(signed) *L. W.*

(No. 52, A.)

This 10th day of September 1850.

Number of Peons' Badges.	1. Yesterday's Balance. Number of Letters.	1. Yesterday's Balance. Amount. Rs. a. p.	2. Postage due on Letters received this Day. Number of Letters.	2. Postage due on Letters received this Day. Amount. Rs. a. p.	3. Postage due on transfer Letters from the Peons' Putties. Number of Letters.	3. Postage due on transfer Letters from the Peons' Putties. Amount. Rs. a. p.	4. Total Amount of Columns 1, 2, and 3. Rs. a. p.	5. Deduct Postage due on Transfer Letters, &c. made over to the Peons. Number of Letters.	5. Deduct Postage due on Transfer Letters, &c. made over to the Peons. Amount. Rs. a. p.	6. Net Amount due this Day. Rs. a. p.	7. Paid into the Treasury this Day. Rs. a. p.	8. Balance on Account of undelivered Letters. Number of Letters.	8. Balance on Account of undelivered Letters. Amount. Rs. a. p.	Amount of Banghy Postage received this Day. Rs. a. p.
1	3	- 11 -	29	7 14 -	2	- 1 6	8 10 6	1	- - 6	8 10 -	8 8 -	2	- 2 -	
2	5	1 10 -	25	5 2 6	1	- - 6	6 13 -	-	-	6 13 -	5 2 -	4	1 11 -	3 6 -
3	7	1 8 -	22	3 12 6	2	- 5 -	5 9 6	-	-	5 9 6	4 8 -	3	1 1 6	—
4	17	4 5 6	34	6 4 -	-	-	10 9 6	1	1 - -	9 9 6	7 - -	8	2 9 6	—
5	8	2 15 6	7	- 14 6	-	-	3 14 -	-	-	3 14 -	1 2 -	7	2 12 -	—
6	2	- 10 -	14	1 7 -	1	- 2 -	2 3 -	-	-	2 3 -	1 14 -	1	- 5 -	- 6 -
7	10	1 5 6	19	2 - 6	3	- 4 6	3 10 6	1	- - 6	3 10 -	2 14 -	3	- 12 -	—
8	17	4 9 5	28	2 7 6	-	-	7 1 -	10	1 5 -	5 12 -	1 6 -	10	4 6 -	1 8 -
9	9	1 15 -	20	3 - 6	1	- 1 -	5 - 6	6	- 14 6	4 2 -	2 11 -	7	1 7 -	2 4 -
10	3	- 14 6	11	1 3 6	-	-	2 2 -	-	-	2 2 -	1 - -	5	1 2 -	—
11	5	1 11 -	5	- 5 -	-	-	2 - -	1	- 6 -	1 10 -	- 12 -	2	- 14 -	—
12	6	1 15 6	8	1 9 -	-	-	3 8 6	3	- 7 -	3 1 6	1 8 -	5	1 9 6	—
13	2	- 4 -	2	1 - -	-	-	1 4 -	-	-	1 4 -	- 15 -	2	- 5 -	—
14	15	8 13 6	-	-	1	- 2 -	8 15 6	-	-	8 15 6	-	17	8 15 6	—
15	10	2 4 -	-	-	-	-	2 4 -	-	-	2 4 -	-	10	2 4 -	—
16	1	- - 6	1	- 2 -	-	-	- 2 6	1	- 2 -	- - 6	-	1	- - 6	—
17	4	- 13 6	-	-	-	-	- 13 6	-	-	- 13 6	-	4	- 13 6	—
18	3	- 9 -	-	-	-	-	- 9 -	1	- - 6	- 8 6	-	2	- 8 6	—
19	5	- 6 6	3	- 6 -	-	-	- 12 6	-	-	- 12 6	- 4 -	3	- 8 6	—
20	15	1 14 -	-	-	-	-	1 14 -	5	- 7 -	1 7 -	- 3 -	3	1 4 -	—
21	3	- 5 6	-	-	-	-	- 5 6	-	-	- 5 6	-	3	- 5 6	—
22	4	- 12 -	-	-	-	-	- 12 -	-	-	- 12 -	-	4	- 12 -	—
23	2	- 7 6	1	- 1 -	-	-	- 8 6	-	-	- 8 6	- 8 -	1	- - 6	—
24	35	7 9 6	39	7 1 -	-	-	14 10 6	11	3 7 6	11 3 -	4 12 -	30	6 7 -	1 5 -
25	5	1 1 -	15	4 4 6	-	-	5 5 6	-	-	5 5 6	4 3 -	7	1 2 6	—
26	15	1 - 6	27	3 6 6	-	-	4 7 -	1	- 2 -	4 5 -	3 6 -	2	- 15 -	- 9 -
27	1	- 7 -	10	2 12 6	-	-	3 3 6	-	-	3 3 6	3 - -	2	- 3 6	—
28	2	- 3 6	37	8 7 -	1	- 3 -	8 13 6	1	- 2 -	8 11 6	8 6 -	3	- 5 6	—
* H.														
	214	51 2 6	357	63 9 -	12	1 3 6	115 15 -	43	8 6 6	107 8 6	63 14 -	151	43 10 6	9 6 -
Office -														
TOTAL -														

Deputy Postmaster-General.

Appendix (C.), No. 3.

(No. 3, A.)

ACCOUNT of BEARING POSTAGE LETTERS, &c., received and issued on the 10th September 1850.

—		Bearing Letters, &c. Number.	Bearing Letters, &c. Amount.
Peons	1	29	
"	2	25	
"	3	22	
"	4	34	
"	5	7	
"	6	14	
"	7	19	
"	8	28	
"	9	20	
"	10	11	
"	11	5	
"	12	8	
"	13	2	
"	14	–	
"	15	–	
"	16	1	
"	17	–	
"	18	–	
"	19	3	
"	20	–	
"	21	–	
"	22	–	
"	23	1	
"	24	39	
"	25	15	
"	26	27	
"	27	10	
"	28	37	
		357	

—	Bearing Letters, &c. Number.	Bearing Letters, &c. Amount.
Calcutta	44	
Madras	32	
Southern Konkan	40	
Dharwar	54	
Nagpore	55	
Hydrabad	106	
Agra	77	
Guzerat	72	
Bombay	10	
TOTAL	490	

—	Bearing Letters, &c. Number.	Bearing Letters, &c. Amount.
Number of Letters in the Peons' Putties, as per Statement	357	
Ditto of forward Letters, as per List	13	
Ditto of Letters in the Office Delivery Book	96	
Ditto of Letters transferred to the Ship Department	–	
Ditto of Dead and Returned Letters	17	
Ditto Governor's Letters	–	
Ditto not called for	7	
TOTAL	490	

Appendix (C.), No. 3.

(No. 1, B.)

LONDON LETTER BILL INWARDS.

For the Correspondence between Great Britain and India, *viâ* Marseilles.

Post-office,
The 184 .

The undermentioned Despatches are forwarded by the Mail of this Day.

AMOUNT to be placed to the Credit of the Indian Office.

Number.		Account.	London Account.	
	Letters from places beyond India, at 4 *d.* each - - - -			*Note.*—The amounts to be certified if right, and corrected if wrong, in the second column.
	Newspapers from places beyond India, at 2 *d.* each - - -			
	£.			

Number of Boxes.	Total Number of Letters.		Total Number of Newspapers.	
	India.	Places beyond India.	India.	Places beyond India.

PARTICULARS of Registered Letters affixed to the present Bill, and included in the foregoing Articles.

Number.	Whence sent.	To whom addressed.	Place of Destination.

Postmaster. Receiving Officer

N.B.—This Bill is to be stamped and signed by the Receiving Officer, and sent to the Accountant-general.

Appendix (C.), No. 3.

(No. 2, B.)

LONDON LETTER BILL INWARDS.

For the Correspondence between Great Britain and India *viâ* Southampton.

The Post-office, 184

The undermentioned Despatches are forwarded by the Mail of this Day.

AMOUNT to be placed to the Credit of the British Office.

Number.		Account.	London Account.	
	Total Amount of paid letters -			*Note.*—The amounts to be certified if right, and corrected if wrong, in the second column.

AMOUNT to be placed to the Credit of the Indian Office.

Number.		Account.	London Account.	
	Letters from places beyond India at 4 *d.* each - - - - - -			*Note.*—The amounts to be certified if right, and corrected if wrong, in the second column.
	Newspapers from places beyond India, at 2 *d.* each - - -			
	£.			

Number of Boxes.	Total Number of Letters.		Total Number of Newspapers.	
	India.	Places beyond India.	India.	Places beyond India.

PARTICULARS of Registered Letters affixed to the present Bill, and included in the foregoing Articles.

Number.	Whence sent.	To whom addressed.	Place of Destination.

Postmaster. Receiving Officer.

N.B.—This Bill is to be stamped and signed by the Receiving Officer, and sent to the Accountant General.

Appendix (C.), No. 3.

(No. 3, B.)

EXTRACT of Inward Ship Register book for July 1850.

Date.	Names of the Vessels.	Number.	Letters, &c., and their Rate.	Postage.	Total.	How disposed.	Number.	Letters.	Postage.
				Rs. a. p.					Rs. a. p.
1850: 6	Per Steamer Auckland, Aden.	94	Letters at 2 annas each - -	11 12 –		Native Peons No. 28 - -	71	Letters - -	10 4 –
		31	Ditto 3 „ - - - -	5 13 –		Peons No. 14 - -	3	- - -	– 7 –
		3	Ditto 4 „ - - - -	– 12 –		Ditto No. 30 - -	26	- - -	3 15 –
		1	Ditto 7 „ - - - -	– 7 –		Ditto No. 8 - -	3	- - -	– 8 –
		1	Ditto 9 „ - - - -	– 9 –		Ditto No. 29 - -	9	- - -	1 13 –
		1	Ditto 11 „ - - - -	– 11 –		Ditto No. 12 - -	4	- - -	– 10 –
		3	Banghies 2 „ - - - -	– 6 –		Ditto No. 18 - -	14	- - -	2 3 –
						Ditto No. 19 - -	4	- - -	– 10 –
					20 6 –				20 6 –
		28	Bearing Letters out-station.						
		1	Ditto parcel ditto.						
		188	Service letters ditto.						
		2	Letters paid in full.						
		97	Service letters Bombay.						
„ 19	Per Foolucnee, Aden and Red Sea.	97	Letters at 2 annas each - -	12 2 –					
		3	Ditto 3 „ - - - -	– 9 –					
		3	Ditto 4 „ - - - -	– 12 –					
		1	Ditto Rs. 1. 15 - - -	1 15 –					
					15 6 –	Native Peons No. 30 - -	104	Letters -	15 6 –
„ „	Per Prince of Wales, Singapore.	4	Letters on service.						
		2	Ditto at 2 annas - - -	– 4 –					
		1	Book at 1 anna - - -	– 1 –		Peons No. 29 - - -	2	Letters - -	– 3 –
					– 5 –	Kept in office - - -	1	- - -	– 2 –

Appendix (C.), No. 3.

(No. 4, B.)

EXTRACT of Outward Ship Register Book for July 1850.

Date.	Names of the Vessels.	Number.	Letters, &c., and their Rate.	Postage.	TOTAL.
1850:				*Rs. a. p.*	*Rs. a. p.*
July "	Per Ann Martin, Hong Kong.	1	Free Letters from out-station.		
		8	Ditto - English.		
		4	Paid ditto from out-station.		
		1	Ditto, at 1 anna - -	– 1 –	
		1	Ditto, at 5 annas - -	– 5 –	
		1	Ditto, at 1 rupee, 2 annas -	1 2 –	
		7	English Papers.		
		4	Paid ditto at 1 anna - -	– 4 –	
" "	Ditto, Singapore -	1	Esra Nussim, Parcel - -	– 2 –	
		1	Mr. C. L. Davies - - -	– 2 –	
		5	Free Letters.		
		4	Ditto, English.		
		2	Paid Letters from out-station.		
		3	Ditto, at 1 anna - -	– 3 –	
		5	English Papers.		
		2	Paid - ditto, at 1 anna -	– 2 –	
		4	Packets; viz.		
" "	Per New Zealand, *viâ* Singapore	2	English Papers.		
		12	Ditto, Free, Soldiers'.		
" "	Per Adelaide, *viâ* Singapore.	11	Free Letters.		
		8	Paid ditto, out-station.		
		3	Ditto, at 1 anna each - -	– 3 –	
"	Per Sydney, *viâ* Singapore.	1	Service Letter.		
		41	Free ditto, Soldiers'.		
		11	Paid ditto, out-station.		
		3	Papers, English.		
		3	Ditto, 1 anna each - -	– 3 –	
		3	Ditto, at 2 annas - -	– 6 –	
" "	Per Hobart Town, *viâ* Singapore.	1	Service letter.		
		16	Free ditto.		
		6	Paid ditto, out-station.		
		1	Ditto ditto, at 1 anna - -	– 1 –	
					3 2 –
			To Cape of Good Hope, *viâ* Ceylon and Mauritius:		
" 18	Per Pekin, Ceylon -	4	Free Letters.		
		1	Paid ditto, English.		
		11	Ditto ditto, out-station.		
		6	Ditto ditto, at 1 anna - -	– 6 –	
		6	Ditto Papers, English.		
		4	Ditto ditto, out-station.		
		25	Ditto ditto, at 1 anna -	1 9 –	
		4	Ditto ditto, at 4 annas -	1 – –	
		5	Ditto ditto, at 2 annas -	– 10 –	
" "	Per Pekin, Mauritius	2	Free Letters.		
		2	Ditto, English.		
		4	Ditto, out-station.		
		26	Ditto, Paid, at 1 anna each	1 10 –	
		1	Ditto ditto, at 2 annas -	– 2 –	
		1	Ditto ditto, at 3 annas -	– 3 –	
		30	Ditto Papers, English.		
		36	Ditto ditto, at 1 anna each -	2 4 –	
		2	Ditto ditto, at 2 annas -	– 4 –	
		3	Ditto ditto, at 4 annas -	– 12 –	
		1	Ditto ditto, at 8 annas -	– 8 –	
		2	Steam Packets.		

Appendix (C.), No. 3.

Date.	Names of the Vessels.	Number.	Letters, &c., and their Rate.	Postage.	Total.
1850:				Rs. a. p.	Rs. a. p.
July 18	Per Pekin, Ceylon -	8	Service Letters, English.		
		2	Ditto ditto, Bombay.		
		7	Paid ditto, out-station.		
		59	Ditto ditto, at 1 anna each -	3 11 –	
		2	Ditto ditto, at 2 annas -	– 4 –	
		1	Ditto ditto, at 7 annas -	– 7 –	
		2	Government Gazettes, Free.		
		1	English Paper, - ditto.		
		41	Paid Papers, at 1 anna - -	2 9 –	
		1	Ditto ditto, at 2 annas -	– 2 –	
		1	Ditto ditto, at 3 annas -	– 3 –	
		1	Ditto ditto, at 7 annas -	– 7 –	
		3	Ditto ditto, at 8 annas -	1 8 –	
		406	Pies charged extra on papers and price currents to China	2 1 10	20 8 10
		14	Papers to Sydney - -	- -	1 1 –
					21 9 10

(No. 5, B.)

Bombay, General Post-office, 185 .

This is to certify, that the ship mail, No. on board the Captain directed to the Postmaster and sealed with the seal of this office, contains—

Service and Free Letters.
Letters paid outward ship postage.
Ditto - outward and inward ditto.
Newspapers paid outward ditto.
Ditto - paid outward and inward ditto.
Parcels paid outward ditto.
Ditto paid outward and inward ditto.
Letters bearing ditto - ditto.
Newspapers - ditto - ditto.

Postmaster-general.

N.B.—It is requested that this certificate may be dated, receipted, and returned to this office by the first opportunity.

(No. 6, B.)

Bombay, General Post-office, 185 .

This is to certify, that the ship mail, No. on board the Captain directed to the Postmaster and sealed with the seal of this Office, contains—

Letters.
Newspapers.
Parcels.

Postmaster-general.

N.B.—It is requested that this certificate may be dated, receipted, and returned to this office by the first opportunity.

Appendix (C.), No. 3.

(No. 7, B.)

LETTER BILL.

For the Correspondence between Ports in India, and between India and Hong Kong.

General Post-office at Bombay,

the ______________ of ______________ 185

Mail forwarded this day by the ______________ Packet

to______________.

Number.		Amount according to the Despatching Office.	Amount according to the Receiving Office.	OBSERVATIONS.
	PAID LETTERS, &c. to be charged on this Office:	£. s. d.	£. s. d.	*Note.* — The amount to be certified if right, and corrected if wrong, in the second column.
	Ordinary Letters - - - -			
	Soldiers' and Sailors' ditto, at 1 *d.* each -			
	Price Currents, at 1 *d.* each - -			
	Newspapers - - - - -			
	Service Letters - - - - -			
	Mis-sent and re-directed Letters - -			
	TOTAL - - - £.			
	UNPAID LETTERS, &c. charged upon the Office to which sent:			
	Ordinary Letters - - - -			
	Soldiers' and Sailors' ditto, at 2 *d.* each -			
	Price Currents, at 1 *d.* each - -			
	Re-directed Letters - - - -			
	TOTAL - - - £.			

Signature of Despatching Officer or Agent } ______________

______________ Postmaster-general.

Received at ______________ the ______________ of ______________ 185

Signature of Receiving Officer or Agent } ______________

Note.—This Letter Bill is to be signed by the Officer or Agent receiving the Mail, and is to be forwarded with the Quarterly Accounts to the General Post-office, London, at the expiration of each quarter.

Appendix (C.), No. 3.

(No. 8, B.)

ABSTRACT of Postage collected in the Ship Department in the Month of July 1850.

1850:	INWARD SHIP POSTAGE.	Rs. a. p.	Rs. a. p.	Rs. a. p.
July 1	To Balance of last month - - - - - - -		- - -	92 3 1
„ 6	By the Auckland, from Aden - - -	20 6 –		
„ 10	„ Tooluckee, from Red Sea - -	15 6 –		
„ „	„ Prince of Wales, from Singapore -	– 5 –		
„ „	„ Achilles, from China - - -	188 10 –		
„ 21	„ Juliana, from Calcutta - - -	5 4 –		
„ 24	„ Constance, from Aden - - -	27 10 –		
„ 26	„ Monarch, from London - - -	2 14 –		
„ 29	„ Duke of Lancaster, from London -	5 2 –		
„ 31	„ Mary Shepherd, from London -	6 8 –		
„ „	„ Ayrshire, from Singapore - - -	– 8 –		
„ [illegible]	„ China, from London - - -	4 12 –		
		277 5 –		
	Deduct on forward and unclaimed Letters, &c. - - - - - - - -	5 2 –		
			272 3 –	
	OUTWARD SHIP POSTAGE.			
„ 2	By the Ann Martin to China - - - -	3 2 –		
„ 18	„ Pekin to Ceylon - - - -	21 9 10		
„ 25	„ Moozuffer to Aden - - -	52 11 –		
„ 26	„ Margaret Ann to Zanzibar - -	1 4 –		
			78 10 10	
				350 13 10
	REGISTRATION FEE.			
„ 31	On seven Letters despatched - - - - - - - - - -			3 8 –
	INLAND POSTAGE.			
„ 1	On Overland Letters, &c. *viâ* Madras - - - - - - -			215 1 –
	EXPRESS POSTAGE.			
„ 3	On Overland Letters, *viâ* Madras - - - - - - - -			253 – –
	STEAM POSTAGE.		Rs. a. p.	
„ 18	Outward - - - - - - - - - - - -		562 6 8	
„ 19	Inward - - - - - - - - - - - -		81 2 8	
				643 9 4
	TOTAL - - - Rs.			1558 3 3
	Amount paid to the Shroff - - - - - - - - - - -			1497 – –
	Balance outstanding on the 1st August - - - - - - Rs.			61 3 3

Appendix (C.), No. 3.

(No. 9, B.)

Date of Issue.	Number of Letters.	English Direction.	Stations.	Posts.	Postage on Letters received from other Peons.	Party's Receipt.	How disposed of if undelivered.
		21st October 1849.		*Rs. a. p.*			
	2	Dr. Davies - -	- - -	1 - -			
	2	Mr. Sharpe - -	- - -	1 8 -			
	2	Lieutenant Cahasack	- - -	1 - -			
	2	Major E. H. Hart -	- - -	1 - -			
	1	Captain Kilner -	- - -	- 8 -			
	6	Messrs. Ritchie, St. and Co. - -	- -	4 - -			
			Paid - -	9 - -			

(No. 10, B.)

Enclosure, No. —

STEAM BEARING LETTERS received per Steamer Atalanta on the 31st October 1849.

	Number of Letters.	Amount of Postage.
		£. s. d.
From London Bill, dated 20th September - - - - -	2631	149 16 -
„ Alexandria „ 4th October - - - - -	97	8 10 -
„ Suez - „ 15th October - - - -	72	5 7 -
„ Marseilles (no date) - - - - - - - -	63	6 7 -
TOTAL - - - -	2863	170 - -

POSTAGE due by each Presidency is as follows:

	Number of Letters.	Amount.
		Rs. a. p.
Calcutta Presidency - - - - - - - - - -	88	46 8 -
Madras - - - - - - - - - - - -	130	74 8 -
Agra - - - - - - - - - - - -	930	543 8 -
Bombay - - - - - - - - - - - -	810	455 8 -
Hong Kong Bill - - - - - - - - - -	10	5 - -
Singapore - - - - - - - - - - -	2	1 - -
Colombo - - - - - - - - - - -	20	10 - -
	1990	1136 - -
Bombay General Post-office - - - - - - -	738	480 - -
Unclaimed Letters in hand - - - - - - -	135	84
TOTAL - - -	2863	1700 - - or £.170

Appendix (C.), No. 3.

(No. 11, B.)

BOMBAY LETTER BILL OUTWARD.

For the Correspondence between Great Britain and India *viâ* Southampton.

General Post-office, London,
184

The undermentioned Despatches are forwarded by the Mail of this Day.

AMOUNT to be placed to the Credit of the British Office.

Number.		London Account.	Bombay Account.	
	Total Amount of Unpaid Letters, £.			*Note.*—The Amount to be certified if right, and corrected if wrong, in the second column.
	Ditto for Aden - - - - -			
	TOTAL - - -			

AMOUNT to be placed to the Credit of the Indian Office.

Number.		Bombay Account.	London Account.	
	Letters from places beyond India (exclusive of Hong Kong and China), at 4 *d.* each - - -			*Note.*—The Amount to be certified if right, and corrected if wrong, in the second column.
	Newspapers from places beyond India (exclusive of Hong Kong and China), at 2 *d.* each - -			
	Paid and unpaid Letters from Hong Kong, &c., at 4 *d.* each, in closed Mail - - - - - -			
	Newspapers from Hong Kong, &c., at 2 *d.* each, in closed Mail -			
	TOTAL - - - £.			

Number of Boxes.	Total Number of Letters.		Total Number of Newspapers.	
	India.	Places beyond India.	India.	Places beyond India.

PARTICULARS of Registered Letters affixed to the present Bill, and included in the foregoing Articles.

Number.	Whence Sent.	To whom Addressed.	Place of Destination.

Postmaster-general. Receiving Office.

N. B.—This Bill is to be stamped and signed by the Receiving Office, and sent to the Accountant-General.

Appendix (C.), No. 3.

(C.)

Memorandum of Explanations on certain Points connected with Steam Postage Accounts referred to in the *Bombay* Postal Commissioner's Letter to the Postmaster-general of *Bombay*, No. 36, dated 14th March 1851.

1. How the Steam-postage is charged by the London General Post-office in the first instance?

1. Steam postage on Overland bearing letters is charged according to weight,* and marked on each in black ink in the English currency (as shown in the margin), the total amount being charged in the Letter-bill (*vide* Enclosure, No. 1.) which accompanies each Overland mail.

1 One shilling.
2 Two shillings.

* Half Rupee on a letter weighing ½ oz.
One Rupee - - - ditto 1 „
Four Rupees - - - ditto 2 „
and so on, one rupee extra postage for every additional ounce, or fraction of an ounce, in weight.

2. How subsequently accounted for in the Bombay and subordinate Post-offices?

2. When letters for Bombay are delivered, and those for out-stations despatched, an account is made out in this office, showing on the one side the sums exhibited in the London letter-bills, and on the other how accounted for by this office. At the Post-offices subordinate to Bombay, monthly steam-postage accounts are prepared for transmission to the General Post-office—[*Vide* Enclosure, No. 6.]

3. What is the system of check on the realization of such postage?

3. The only check is a comparison of the accounts of letters sent to out-stations for delivery with the letter-bills received from the London General Post-office, taking credit at the same time for money realized on the letters delivered in Bombay, and for the sums due on undelivered letters. Accounts are kept, as explained in my letters of the dates noted in the margin, of steam-postage collections, &c. in this office. The amount due on letters sent to the subordinate Post-offices in this Presidency, is accounted for in the monthly steam-postage accounts rendered by them (*vide* Enclosure, No. 6), which are duly examined by this department. Monthly statements of letters forwarded to stations not under my control are rendered by me to the Postmasters-general of the Presidencies to which such stations are subordinate, and it is the province of those officers to see that the sums exhibited in those statements are realized and carried to the credit of this office. Whether such sums are so realized or not, this office possesses no means of knowing.

4. How can it be shown from the accounts kept in this country that all such postage has been realized?

4. This office possesses no means of knowing what amount of steam-postage is actually collected and credited to Government on the steam-bearing letters despatched hence to those postal stations in India not under my control. A careful examination of the accounts of all India would alone show whether the whole steam-postage charged by Her Majesty's Government on letters sent out to India during a given period, was or was not actually realized by the Indian Government.

5. How and when the accounts are adjusted with the London Office, and whether an actual settlement is made up to a certain date, or an account current merely rendered?

5. A running account current is kept, and no settlement has actually ever been made. A copy of my last quarterly account current is herewith enclosed.

Bombay, General Post-office, the 31st March 1851.

A. W. Raventcroft,
Postmaster-general.

LIST of FORMS accompanying Postmaster-general's Letter, dated 31 March 1851.

Appendix (C.), No. 3.

No. 1. Form of London Letter Bill.
No. 2. Form of Inward Steam-Postage Account Book.
No. 3. Ditto, Outward ditto.
No. 4. Ditto, of Dead and Return Letter Register Book.
No. 5. Quarterly Account Current with London General Post-office.
No. 6. Monthly Steam-Postage Accounts of the Subordinate Post-offices.
No. 7. Monthly Steam-Postage Statements.
No. 8. Remittance List furnished by the Accountant-general of Bombay.
No. 9. Abstract of Steam-Postage Account (prepared monthly).

A. W. Ravenscroft,
Postmaster-general.

(D.)

MEMORANDUM.

Inward Department. Nos. 1 to 4.

FORM marked No. 1 is the chellan for the letter mail in use throughout the Bombay Presidency. This list is enclosed in duplicate in every mail-packet received from the subordinate Post-office stations. Letters and papers are ranged under their separate heads, the "bearing," "paid" and "free;" and these, for the convenience of the receiving office, are divided into several classes. The duplicate is returned receipted to the original office of despatch, after having been compared with the contents of the packet, and the proper amount of postage inserted in the receiving office column.

No. 2 is the form of the register-book kept of all packets received. In fact the entire chellan is copied here for record.

No. 3 is the form of register in charge of the delivery peons, who obtain, when they can, the receipt, in the proper column, of the party, after receiving payment of the postage, if any due.

No. 4 is the form of the book for the receipt of postage collections made by the delivery peons, who are obliged to give in an account every morning of the previous day's collections.

Banghy Department. Nos. 1 to 4.

There are three trunk lines on which the Banghy despatch has been made: the Indore (Agra), Poona (Calcutta and Madras), and the Guzerat (Scinde) lines. List No. 1 accompanies the parcels which are sent to Indore, and stations beyond it. In this list, the addresses, weight, amount of postage, &c. are inserted in columns intended for those purposes. List No. 2 accompanies the Banghy despatch to Poona, and stations beyond. In addition to these lists, advice chellan (Form No. 3) is sent by letter mail to each station for which there may be parcels, and these advice chellans are subsequently returned duly receipted. No. 4 is the list which accompanies the banghies despatched on the Guzerat line, where they are conveyed by runners. To it is attached a telegraph, or road index, to show the rate of travelling. No telegraph accompanies the Poona banghy mail despatch, as the parcels are conveyed simultaneously with the letter mail.

Outward Despatching Department. Nos. 1 to 15.

No. 1 is the form of the chellan, in which the contents of packets despatched are entered (for further information, *see* chellan of Inward Department). No. 2 is the form of the register book, in which the contents of each packet despatched are entered. Nos. 3 to 5 are mail lists, despatched to Poona, Panwell and Indore. No. 6 is the form of road telegraph of the progress of the mails to Poona, which is sent (in addition to those despatched at the same time to Calcutta and Madras), in order that this department may have early information of the safe arrival of the mails at Poona. No. 7 is the telegraph which accompanies the Southern Konkan mails. No. 8 is the form of telegraph which accompanies the Governor's mails *viâ* Nagothna, when his camp is at Mahableshwur. No. 9 accompanies the Bassein mails, in addition to the one No. 10, which is sent all along the line to Kurrachee. No. 10 is the telegraph which accompanies the Guzerat and Scinde mails. No. 11 is the telegraph which accompanies the Indore horse dawk, in addition to No. 12, which accompanies the Agra and Delhi mails. No. 13 is the Calcutta road telegraph. No. 14 the Madras ditto. No. 15 is the label attached to the mail-packets.

Steam Department. Nos. 1 to 8.

No. 1 is the form which accompanies the dead and unclaimed steam-postage bearing letters returned to England. No. 2 is the form which accompanies steam bearing letters to Her Majesty's colonies in the East. No. 3 is the form of letter bill, showing the number and amount of steam-postage levied on letters for Continental Europe. This bill is sent under cover to Her Majesty's Postmaster-general of London. No. 4 is the form of bill which accompanies the Alexandria mail: this bill goes in duplicate: the original is sent by the Packet Agent to London, and the duplicate returned to Bombay. A similar bill is sent

Appendix (C.), No. 3.

sent with the Suez mail. No. 5 is the form of bill which is in use for the Bagdad mail, which is sent *viâ* Alexandria and Beyroot. The amount of steam-postage on these letters is shown separately in the Alexandria bill. No. 6 is the form used in the despatch of steam-bearing letters received from England for out-stations. This bill, which is put inside the packet, shows the amount of steam-postage only; while the label (Form No. 7) attached to the packets on the outside, shows the amount of inland postage to be levied on the steamer bearing letters, which guides the despatching clerk in filling up his general chellans. Similar bills accompany pre-paid steamer letters from out-stations, with the necessary alterations. No. 8 is the form of the register book kept for entering the steam pre-paid packets received for despatch by the overland steamers.

Ship Department. Nos. 1 to 7.

No. 1 is the form of certificate which accompanies the ship mail-packets despatched by merchant or Government vessels, or by contract packets to Kurrachee, &c. No. 2 is the time bill which is sent with the Kurrachee contract packet steamers. No. 3 is the form of the bill which accompanies the London Overland mail *viâ* Southampton. The number and amount of steamer pre-paid letters are entered in this bill. No. 4 is the bill which is sent in the closed mail to England *viâ* Marseilles. No. 5 is the letter bill which is sent with the Hong Kong packets. No. 6 is the time bill for the mid-monthly mail to Aden; and No. 7 that which is sent with the regular mail *viâ* Marseilles.

A. W. Ravenscroft,
Postmaster-general.

Bombay, General Post-office,
13 July 1850.

(E.)

STATEMENT, showing the Mode in which the Mails on the Postal Lines in the *Bombay* Presidency are conveyed, the Cost of Conveyance, and the Average Rate of Speed at which they are conveyed in the Dry and Rainy Seasons.

ROUTE.	Distance in Miles.	Number of Stages.	Mode of Conveyance.	By Contract or Government Establishment.	Annual Cost. Rs. a. p.	Annual Cost per Mile. Rs. a. p.	Average Rate of Travelling, exclusive of Detentions. Dry Season. M. F. P.	Rainy Season. M. F. P.	REMARKS.
Bombay to Indore	374	57	Partly mail carts, and partly horses.	By contract	55200 – –	147 9 6	6 4 26	—	
Ditto to Panwell	20	-	Steamer belonging to the Bombay Steam Company.	ditto	-	-	-	-	The mails, &c. are conveyed free of any charge, in consideration of the Panwell Ferry Farm being given to the Company.
Panwell to Nagpore	476	69	From Panwell to Poona mail carts, and thence to Nagpore horses.	ditto	96000 – –	193 8 9	6 7 31	6 5 7	
Bombay to Bassein	36	8	Mail cart	ditto	2040 – –	56 10 8	6 3 52	6 0 26	
Bassein to Broach	195	35	Foot-runners	ditto	13200 – –	67 11 1	5 5 25	4 5 24	
Broach to Bhooj	354	52	ditto	By Government establishment.	14012 13 –	39 9 4	4 0 31	3 3 19	
Bhooj to Luckput	80	13	ditto	ditto	3343 8 –	41 12 9	4 7 25	4 3 15	
Panwell to Vingorla	254	82	ditto	ditto	6360 – –	25 – 7	3 5 4	3 4 0	
Poona to Danoor	247	44	ditto	By contract	17880 – –	72 6 2	5 7 0	4 0 0	
Ditto to Kurrar	106	20	ditto	ditto	4800 – –	45 4 6	5 3 32	4 6 17	
Kurrar to Hurryhur	279	46	ditto	ditto	12456 – –	44 10 4	5 3 20	5 1 7	
Poona to Mahableshwur	55	12	ditto	ditto	1600 – –	28 1 5	5 7 35	-	This dawk runs during the fair season only.
Punderpoor to Sholapoor	41	9	ditto	ditto	1200 – –	29 4 3	6 1 15	4 0 3	
Belgaum to Beejepoor *viâ* Kulladghee.	125	21	ditto	By Government establishment.	2880 – –	23 – 7	5 0 38	5 0 20	
Ditto to Vingorla	72	12	ditto	ditto	1680 – –	23 5 4	5 0 4	7 4 38	
Dharwar to Moondgode	42	8	ditto	ditto	1140 – –	27 2 4	-	-	Transferred from the Madras to the Bombay Presidency, 1st August 1850.
Ahmednuggur to Malligaum	113	19	ditto	By contract	3600 – –	31 9 6	5 0 5	4 6 27	
Aurungabad to *Dhoolia *viâ* Kunhur.	94	13	ditto	By Government establishment.	1200 – –	12 12 3	—	—	
Karrinjah to Acola	39	4	ditto	ditto	360 – –	9 3 8	3 2 0	3 2 0	
Ditto to Ellichpoor *viâ* Oomrawuttee.	74	11	ditto	ditto	1500 – –	20 4 4	4 4 20	3 2 20	
Jaffrabad to Jaulnah	26	3	ditto	ditto	180 – –	6 14 9	—	—	
Panwell to Ghorebunder *viâ* Tanna.	30	4	ditto	ditto	900 – –	30 – –	3 6 –	3 5 0	
Dhoolia to Asseerghur	124	17	ditto	ditto	2220 – –	17 14 5	4 6 13	4 5 1	
Asseerghur to Mundlesir	72	12	ditto	ditto	1716 – –	23 13 4	5 1 22	4 6 15	
Mundlesir to Goozeeree	14	3	ditto	ditto	240 – –	17 2 3	—	—	
Soongeer to Nundoorbar	50	8	ditto	ditto	384 – –	7 10 10	—	—	
Bhopawar to Baroda	164	18	ditto	ditto	2640 – –	16 1 7	—	—	
Kaira to Hursole *viâ* Ahmedabad	61	9	ditto	ditto	1140 – –	18 11 –	4 2 1	3 4 10	

(E.)—STATEMENT, showing the Mode in which the Mails on the Postal Lines in the *Bombay* Presidency are conveyed, &c.—*continued.*

ROUTE.	Distance in Miles.	Number of Stages.	Mode of Conveyance.	By Contract or Government Establishment.	Annual Cost.	Annual Cost per Mile.	Average Rate of Travelling, exclusive of Detentions. Dry Season.	Rainy Season.	REMARKS.
					Rs. a. p.	*Rs. a. p.*	M. F. P.	M. F. P.	
Ahmedabad to Gogo	103	-	Foot-runners	By contract	1320 – –	12 13 –	2 5 25	2 2 33	
Ahmedabad to Deesa	103	17	ditto	By Government establishment.	2400 – –	23 14 1	4 0 11	3 4 3	
Deesa to Mount Aboo	49	10	ditto	ditto	200 – –	4 1 4	3 1 29	- - -	This dawk runs for four months during hot season.
Ditto to Pahlunpoor	18	3	ditto	ditto	360 – –	20 – –	3 0 0	3 0 0	
Rajkote to Than	36	7	ditto	ditto	900 – –	25 – –	4 2 27	3 3 1	
TOTAL	3926	646	-	-	255112 5 –				
IN SINDH.									
Luckput to Tatta	80	13	Foot-runners	By contract	4200 – –	52 8 –	4 5 27	4 3 5	Including charges for boats.
Kurrachee to Hyderabad	124	27	ditto	ditto	5370 – –	43 4 11	4 4 37	3 6 32	
Hyderabad to Sukkur	84	17	ditto	By Government establishment.	2880 – –	34 4 7	5 0 0	4 3 10	
Ditto to Omerkote	86	16	ditto	ditto	3168 – –	36 13 5	4 4 37	4 1 5	
Kotree to Shewan	30	5	ditto	ditto	234 – –	7 12 10	—	—	
Sukkur to Bhawulpore	224	54	ditto	By contract	7704 – –	34 6 3	4 0 0	4 0 0	
Ditto to Bhanda	94	19	ditto	By Government establishment.	3168 – –	33 11 3	4 4 0	4 4 0	
Ditto to Shikarpore	24	4	Horses	By contract	}	}	5 0 0	4 0 0	
Shikarpore to Surkhana	48	6	ditto	ditto	2160 – –	22 8 –	5 0 0	5 0 0	
Ditto to Khangur	24	4	ditto	ditto	}	}	5 0 0	5 0 0	
TOTAL	818	165	-	-	28884 – –				

ABSTRACT:

	Miles	Annual Cost. *Rs. a. p.*
Number of miles travelled by dawk under the control of the Postmaster-general of Bombay	3926	255112 5 –
Ditto - - ditto - - in Sindh	818	28884 – –
TOTAL	4744	283996 5 –

Rs. a. p. M. *Rs. a. p.*
283996 5 – ÷ 4744 = 59 13 9 — average annual cost per mile.

Calcutta, 25 April 1850.

W. Courtney, Commissioner.

Appendix (D.)

Appendix (D.), No. 1.

EVIDENCE.

15th *May* 1850.

App. (D.), No. 1.

Evidence.

W. Tayler, Esquire, Postmaster-general.

1. You are Postmaster-general of Bengal?—I am: I have been so since 1845.

2. Will you be so good as to state the nature of your duties as Postmaster-general?—There are certain duties specially made over to the Deputy Postmaster-general, by an order, No. 2, dated the 26th January 1847. The rest are discharged by me: generally speaking, the Deputy Postmaster-general corresponds with the Mofussil Postmasters, and the public, on matters not involving a general question of principle; and on all matters connected with the Dawk Bearer Department. He also has the control, under me, of the establishment of the General Post-office. Letters addressed to me on subjects of which the Deputy Postmaster-general is competent to dispose, I generally make over to him for disposal, but occasionally answer them myself. The Deputy Postmaster-general does not transact any business but that which has been specially assigned to him. By a subsequent order, No. 5, dated the 23d August 1847, the Deputy Postmaster-general is authorized to open all service letters addressed to me, and to make over to the register to be laid before me such of them as he does not consider himself competent to dispose of. Whenever any new special duty is made over to the Deputy Postmaster-general, an order to that effect is entered in my order book. The letters intended for me are docketed by the register, and submitted daily for my orders. I pass my orders upon them, and they are returned to the office. Drafts are then prepared, and submitted for my approval. On all important matters, requiring more than an ordinary or usual reply, I draft my own letters. All other drafts are prepared by the register, in conformity with distinct orders written by myself on the back of the letter to be answered. Every day, on coming to office, I receive from the superintendent, Mr. Botellho, a report of the time of the arrival of the principal mails, and of any thing of importance that may have occurred since the previous day; and I pass such orders upon the Superintendent's report as I think necessary; after this, I dispose of the correspondence of the previous day's second delivery, and of that of the current day's first delivery, in the manner above stated. Every Monday the superintendent lays before me a time book of all the lines of road prepared from the daily telegraphs, upon which I pass orders in like manner. The details of my correspondence may be seen by a reference to the books in the office. All letters written are copied in a book, and all letters received are entered in a diary, and when disposed of, they are filed according to their date, and bound up.

3. What control do you exercise over the Deputy Postmaster-general's proceedings?—I occasionally inspect his correspondence, which is recorded in the office, and when parties appeal against his orders, I investigate their complaints myself. As the Deputy Postmaster-general's

App. (D.), No. 1.

Evidence.

general's office is a branch of, or rather, in fact, the same as my own, there is no necessity for requiring from him any periodical reports or statements of the manner in which his specific duties are performed, and it would, for many reasons, be inconvenient and unadvisable to do so. The whole of his correspondence is always open to my inspection, and mine to his; and nothing can occur in the office of any consequence without my knowing it. The mode in which I exercise control over his proceedings, chiefly in the management of the office, and the local duties of Calcutta, is shown by the entries in my order book, such, for instance, as No. 75, dated the 14th April 1848; No. 114, dated the 8th September 1849; No. 111, dated the 18th August 1849. When the Deputy Postmaster-general has any doubt as to the mode in which he ought to dispose of matters within his cognizance, he submits them with an official memorandum for my disposal. We also hold frequent verbal communications. In order to maintain the authority of the Deputy Postmaster-general in the office, I have generally made it a rule on the occurrence of a vacancy, to desire him to make arrangements for filling it up, subject always to my sanction and approval.

4. Is there any separation between the office of Postmaster-general and that of Postmaster of Calcutta?—No, there is no such distinction. I am Postmaster of Calcutta in my capacity of Postmaster-general, and the Deputy Postmaster is also Deputy Postmaster of Calcutta. There is no separate office, either of correspondence or record. The Deputy Postmaster-general's duties embrace the details of the Calcutta Post-office, but are not by any means confined to that. The details of the Calcutta Post-office are specially made over to him under instructions from the Government, but subject to my control. So far from there being any separation of the Calcutta from the General Post-office, I frequently take up individual cases connected with Calcutta, and dispose of them myself, and exercise an active interference in the details of the office, such as I should not do if the Calcutta office were a separate one from mine.

5. Have the goodness to favour me with further details regarding your own duties and the business of the General Post-office?—The entire superintendence and control of the transit throughout the country is my especial province, and all the duties arising out of it are performed entirely by me. All contracts for the conveyance of the mails and banghies, all modifications of establishments, all alterations of routes, opening of new lines, the establishment of new Post-offices, require my consideration and approval before they can take effect, or be submitted for the sanction of Government. I also receive from the Postmasters reports on the state of the roads and ferries, and on all other matters in any way affecting the transit of the dawks. The removal and appointment of Postmasters rest with me, subject to the sanction of Government, and I confirm the nomination of dawk moonshees submitted by the Postmasters, abstaining as much as possible from interfering with the arrangements of the local authorities in this respect. There is a great variety of business arising out of my relations with the district Postmasters, the Government and the public, which I have to discharge, but which I need not enumerate. The daily cash accounts of the General Post-office are submitted at the close of every day for my examination and signature. Payments are made on the warrants both of the Deputy Postmaster-general and myself, but I compare all the vouchers with the entries in the cash account before signing it.

6. Into what departments is the office divided, and what are the duties of each department?—In answer to this question, I beg to refer to my letter to Government, No. 72, dated 11th August 1845, in which the duties of each department of the office are detailed; and also to a statement prepared in the office for my private information. Consequent on my report above referred to, a considerable increase of establishment was sanctioned in that year to meet the increased requirements of the office, arising from the establishment of steam communication and the increase of correspondence; but no material alteration has been made in the arrangement of the several departments of the office.

7. Is the establishment now efficient for the duties required of it?—Yes, in all departments, except that of the delivery of letters, in which the number of peons employed is far from adequate. There is a head inspector, three inspectors, and forty-five peons. Notwithstanding the assistance given by the accelerators, yet the extent of each beat, and the great delays and obstacles opposed by the public to punctual delivery, are such as to require a very much stronger force. Great practical inconvenience also arises from the ignorance of English on the part of the peons; this is the source of constant mistake and mis-delivery. The only remedy for this is the employment of a superior class of persons on higher pay; but under any circumstances, a numerical increase to the present strength of the establishment is absolutely necessary to satisfy the demands of the public. The collection of bearing postage is also a great cause of delay in delivery, which would be obviated if pre-payment were compulsory.

8. Can you tell me the average time in which letters are delivered in Calcutta?—The accelerators, with the first delivery, leave the General Post-office punctually at 10 A.M., every day, except Sunday, taking the peons to the distant beats, north and south. The accelerators return about 2 P.M., bringing back the peons, except those of the more distant beats at Garden Reach, Alipoor, Chitpore, &c., who often cannot complete their delivery in time to return with the accelerator. The second delivery, which is always much smaller than the first, is made by the peons. They leave the General Post-office at 3 P.M., and deliver the letters in the course of the afternoon. Daily reports of the delivery are made by the inspectors to the Deputy Postmaster-general. Daily reports of the number of mails arrived and due, opened and delivered, are made to me, and anything of importance connected with them is brought to my notice.

9. What is the extent of the Calcutta delivery?—It comprises all the suburbs of Calcutta, including

including Howrah, Bishop's College, Chitpore, and other distant places. A map has been made for the guidance of the inspectors, which is now in the office. It lays down the limits of all deliveries under the General Post-office. The purpose for which accelerators were established, and inspectors appointed, and the success which has attended these arrangements, as well as the changes in the mode of taking security from the peons, and obliging them to account punctually for their collections, will be learned from my various reports to Government. Cash deposits have been universally substituted for landed security, and the peons are never allowed to keep more than a few rupees in their possession; whereas when I assumed charge of the office, a balance of about *Rs.* 14,000 was in their hands, which was recovered with much difficulty, the landed securities being in every case found to be quite worthless. The Delivery Department is immediately under the Deputy Postmaster-general, who has orders to bring anything important connected with it to my notice.

16*th May* 1850.

Mr. *E. Botellho.*

10. What situation do you hold in the General Post-office?—I am superintendent of the Post-office; my duties are defined in a book, prepared two or three years ago for the Postmaster-general; but since then other additional duties have devolved upon me, which used to be discharged by Mr. Moore, the former Deputy Postmaster-general. These additional duties are as follows: letters received by dawk at the General Post-office, of which the addressees cannot be found, are brought back by the peons; they are then entered in a register by Pitumber Mookerjea, one of the assistants, which register I examine, and attest with my initials. I also put the date and my initials on each letter. There are on an average 200 a day of these letters. I am occupied about an hour and a half daily in this duty. It is also my duty to see that the delivery peons daily account for the postage of the letters given to them for delivery, and to report all cases of default or delay to the Deputy Postmaster-general for his orders. The postage of the letters delivered to the peons is entered in their books by Moteeloll Banerjea, who obtains the information from one of the bearing moonshees, and the same person enters on the other side of the peon's accounts the postage collected by them, the amount of which he ascertains from the buxee, who receives the money from the peons, and pays it to the treasurer. I do not check the collections; I only look at the peons' accounts to see that they are not in balance.

11. What are the routes from Calcutta to the interior, on which letters are despatched from the General Post-office?—There are six routes:

I. *The Western Road.*—By this route go the dawks to Augurparah, Barrackpore, Serampore, Chandernagore, Hooghly, Burdwan, Mungulpore, Burhee, Shergotty, Sasseram, Benares, and all the North-western Provinces. The first branch on this road is from Barrackpore to Serampore. Then there is a branch from Hooghly to Deegra, Patolee, Santipoor, Culna, Cutwa, Nyaserai and Jehannuggur. From Burdwan a branch goes to Surool, Sooree, Bunwarebad and Kandy. The next branch is from Shergotty to Gya, Patna, Dinapore, Arrah, Buxar, Chupra, Mozufferpoor, Poosa, Moteeharee, Bettia and Nepal. The next branch is from Akooree to Ghazeepoor, and other North-western Province stations. The last branch is from Alinuggur, 10 miles this side of Benares, to Chunar, Mirzapoor and other places. The jurisdiction of the Calcutta General Post-office on this route terminates at Ghazeepore, Benares and Mirzapoor.

II. *The Berhampoor Road.*—By this route go the dawks to Baraset, Ranaghat, Kishnuggur, Merai, Berhampoor, Jungypoor and Khamrah. Here the road branches in two directions; one branch goes to Aurungabad, Rajmahal, Sikreegully, Colgong, Bhaugulpore, Sultangunge and Monghyr. From Sikreegully there is also a branch to Poorneah and Nathpoor. The other branch from Khamrah goes to Maldah, Dinagepoor, Titalya, Kursiong and Darjeeling. From Dinagepoor there is a branch to Rungpoor, Bugwah, Gwalparah, Gowhatty, Tezpoor, Bishnath, Nowgong, Jorehat, Debroughur and Luckimpoor. From Rungpoor there is also a branch to the subordinate Post-office at Cooch Behar.

III. *The Dacca Route.*—By this route go the dawks to Dum-Dum, Jessore, Furreedpore, Dacca, Comillah, Chittagong and Arracan. From Jessore one branch goes to Coolna, Nulchitty and Burrisaul. The other goes to Comercolly, Pubna and Serajegunge. From Dacca one branch goes north to Mymensing and Jumalpoor, and another north-east to Sylhet, Cherrapoonjie, Cachar, Silchar and Munnipoor. There is also a separate dawk from the General Post-office to Baugundee, which is under the Baraset Postmaster. From Mahomed Ali, on the Chittagong road, there is a branch to Noakolly and Putterhat.

IV. *The Kedgeree Road.*—By this route go the Diamond Harbour, Kedgeree and Contai dawks. There is a branch from Bela to Fort Gloster. By this route go all after packets of ship and steam letters; that is, all packets made up to go by ships that have left Calcutta, and gone down the river.

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V. *The Madras Road.*—By this route go the dawks to Jellasore, Balasore, Cuttack, Pooree Juggernath, Ganjam and Chutterpoor, where the Calcutta Post-office jurisdiction ceases. There are no branches on this road.

VI. *The Bombay Road.*—By this route go the dawks to Oolbareea, Midnapoor, Kamerara, Sumbulpoor, Ryepoor and Nagpoor to Bombay. The Calcutta General Post-office jurisdiction ceases at Nagpoor. From this route there is one branch to Tumlook; another from Debra to Keerpoy, Radanuggur and Ghuttal; a third from Midnapoor to Gurbeta; and a fourth from Nagpoor to Kamptee, Seonee and Ellichpoor.

VII. *The Bancoorah Old Road.*—By this route go the dawks to Bishenpore, Kotalpoor, Elipore, Bancoorah, Hazareebaugh, Purulea Manbhoom, Chyebassa, Loharduggа and Chota Nagpore. The Chyebassa road branches off from Purulea Manbhoom, and so does the Hazareebaugh road.

12. Can you give me an account of the cross dawks in the Lower Provinces?—I cannot from memory give a complete account, but I can prepare a statement showing all the cross dawks in the Lower Provinces.

13. How are the dawks carried on the western road?—In a mail cart from the General Post-office to Benares. On all the branches of this road the mails are carried by foot-runners. From the General Post-office up to Burhee the mails are carried along the trunk road by contract. The carts and horses all belong to the contractor. Mr. Atkinson has the contract from the 1st of this month, I believe for three years, subject to the approval of Government. Mr. Atkinson, I believe, has contracted to convey the letter dawks at the rate of *Rs.*13 per mile a month, at a speed of seven miles an hour, including stoppages. I have not yet seen the agreement, and cannot therefore give the particulars of it, but I know that the contractor is liable to retrenchment if he fails to accomplish the stipulated rate of speed. Up to the 14th instant, Mr. Atkinson has carried the dawks along the trunk road from Burdwan to Calcutta at an average rate of 6 miles 4 furlongs and 14 poles per hour; and from Burhee to Burdwan at nearly 7 miles an hour. The upward rate has not been quite so good, but the telegraphs of only three days' work have yet been received. Last year the mails were carried from the General Post-office to Burdwan in carts, by Gunness Sing, who supplied the carts and horses, and received *Rs.*24 a month for each cart from Calcutta to Hooghly, and *Rs.*22 a month for each cart from Hooghly to Burdwan. In consequence of robberies of the dawk which occurred, Gunness Sing was removed in January last, and from February Mr. Atkinson undertook the conveyance of the dawks to Burdwan on the same terms. Last year Mr. Atkinson provided the means of conveying the dawk from Burdwan to Moheshpoor on ekkas, drawn by horses; and from thence to Burhee, one Prem Narain Bose did the same. They both were remunerated at the rate of 20 rupees a cart per month. Prem Narain Bose failed to keep the time required by his agreement, and his portion of the road was transferred to Mr. Atkinson in the middle of the year. From Burhee to Benares the carts were last year, as they are now, supplied by Mr. Davies, the Postmaster of Shergotty, who receives 20 rupees a month for each cart and horse employed. Mr. Davies has conveyed the mail from Benares to Burhee since the 1st of this month, at the rate of 7 miles 7 furlongs and 33 poles, or very nearly 8 miles an hour. From Akoree to Mirzapoor the dawk is carried by runners.

14. How are the dawks carried on the Berhampoor route?—All by foot-runners, who are paid *Rs.* 4 a month each. The standard rate of travelling is five miles an hour: if they exceed this rate, the runners are paid extra, at the rate of 8 annas per extra half-mile of increased speed, and the overseers 1 or 2 rupees a half-mile of extra speed, according to the recommendation of the Postmaster. But the standard has not been accomplished on this road, except between Khamrah and Monghyr, and that only when Dr. Leckie was Postmaster of Bhaugulpoor, which is now five or six years ago. If the runners do not accomplish four miles an hour on this road, a deduction is made from their pay, unless it appears on inquiry that the delay is owing to the bad state of the roads. The roads are now in a very bad state. Quarterly statements of speed on all the principal lines of road have been submitted to Government for the last four years: they are now required half-yearly. I have quarterly statements prepared up to the 31st March last: these can be supplied from the General Post-office. From Bugwah to all the stations in Assam the dawks are carried by water in a boat or canoe.

15. How are the dawks on the Dacca road carried?—Entirely by foot-runners. The rate of speed on the Dacca line is slower than on any other, owing to the bad state of the road, and the numerous rivers and nullahs there are to be crossed. The standard of five miles an hour having never been reached on this road, the runners have not, to my knowledge, received any extra remuneration.

16. How are the dawks on the Kedgeree road carried?—By runners. Formerly the dawk on this road was taken by contract, but since the introduction of steam communication this has ceased. Under the contractor, the standard rate of five miles used frequently to be exceeded, but it has never been reached by the Government runners. The contractor employed nothing but runners.

17. On the Madras road, how are the dawks carried?—By runners, the whole way. They never come up to the standard of five miles an hour.

18. How is the dawk carried on the Bombay line?—By Government runners to Midnapore. From Midnapore to Kumerara it was carried by horses up to the 30th ultimo, but, the contract having ceased, the distance is now travelled by runners. From Kumerara to Sumbulpoor,

Sumbulpoor, it is also carried by runners; from Sumbulpoor to Ryepoor by horses, for which Mr. Babington, the Postmaster of Sumbulpoor, holds a contract; and from Ryepoor to Nagpoor either by horses or camels, according to the convenience of the contractor, Jumnath Dass. Both these contracts have been renewed from the 1st April. I cannot state from memory the exact terms of them.

19. How is the Bancoorah dawk carried?—Entirely by runners.

20. How is the dawk despatched on the Western road?—All packets above Benares are put into one or more wallets, addressed to the Postmaster of Benares, who opens and distributes them to the different station Postmasters; and all above Cawnpoor to the Postmaster of Cawnpoor, who does the same. There is also an open wallet despatched from the General Post-office to Hooghly, containing the Barrackpoor, Serampore, Chandernagore and Hooghly dawks, and containing also a packet addressed to the Postmaster of Hooghly, in which are enclosed all the dawks for the subordinate stations on the Santipoor and Cutwa roads. A small packet for Augurpara goes outside the dawk. There is another wallet addressed to Burdwan, containing the Burdwan and Beerbhoom packets, and also the packets for Mungulpoor, Boodbood, Shergotty and Sasseram. The Burdwan Postmaster takes out of the wallet his packets and those for the branch dawks, and puts into it his despatches for the North-west, including Patna, Gya, &c. On the arrival of the mail at Shergotty, the Postmaster there separates these loose packets, and sends them to their respective destinations. A separate wallet is made up at the General Post-office for the Gya, Patna, Mozufferpoor, Arrah, Chupra and Nepal packets. This wallet is addressed to the Postmaster at Gya, to whom it is forwarded by the Postmaster at Shergotty, and by whom it is opened. The Gya Postmaster takes out his packet, and then forwards the wallet, closed, to Patna, where the Postmaster separates the packets and sends them to their respective destinations. It is sometimes necessary to make up two wallets for Gya, but this rarely happens, and then only on the arrival of an overland mail, particularly if the overland mail arrives on Thursday, the day on which the "Friend of India" newspaper is published. Another wallet is made up for Ghazeepoor, and the stations beyond it. This is detached from the mail at Acoree. It is never necessary to make up two wallets for Ghazeepoor. At Alinuggur, a small wallet for Chunar and an ordinary one for Mirzapoor and the stations beyond it are detached from the main road. One wallet generally suffices to Mirzapoor, but it is sometimes, though rarely, necessary to make up a second. For Benares one wallet generally suffices, but it is often necessary to make up two. For Cawnpoor three wallets are daily despatched from the General Post-office, and, on the arrival of the monthly steamer, it is generally necessary to make up a fourth.

21. How is the dawk despatched on the Berhampoor line?—One open wallet is sent, containing the packets for Baraset, Nuddea and Merai. This wallet is never filled so as to be a sufficient load for one man. To Berhampoor two wallets are daily despatched, and it is often necessary to despatch a third. All these wallets are directed to the Postmaster of Berhampoor, who opens them and distributes the packets to their destination. Two wallets go on to Khamrah, where the road branches, and after that, one wallet on each line of road is sufficient.

22. How is the dawk carried on the Dacca line?—One wallet is made up for Jessore, and is directed to the Postmaster there, who opens it and despatches the packets to Furreedpoor, and by the branch lines to Komarcolly, Pubna, Coolneah, Backergunge and Nulchitty. This wallet is always full, and frequently (especially on Tuesdays and Thursdays) overloaded; and, owing to insufficient establishment, there is difficulty in sending a second packet. For Dacca one wallet is usually made up, but on Gazette nights, and on the arrival of an overland mail, a second wallet is necessary. The Dacca wallet contains the packets for all the stations beyond Dacca. On this line the service packets are very heavy, particularly when the revenue commissioner is on circuit at Jessore. A small packet for Dum-Dum is made up and handed to one of the runners, who conveys it outside the dawk. A second dawk is sent to Dum-Dum at mid-day. A separate wallet is made up daily at the General Post-office for Bagundee, and conveyed by a separate set of runners, but it never amounts to a sufficient load for a man.

23. How is the Kedgeree dawk despatched?—One wallet almost always suffices. It is addressed to the Postmaster at Kedgeree. A small packet goes outside the wallet for Diamond Harbour, and is left at Ramgurh Chokey, about three miles off. A similar packet is left at Bela for Fort Gloster. But on steamer after packet days it is necessary to employ extra establishments, the covers being packed in iron and wooden boxes, which the runners carry on their heads. For this service, five and sometimes six runners are required.

24. How is the dawk on the Madras line despatched?—One wallet, containing all the packets for stations beyond Chitterpoor, is addressed to the Postmaster of that station. It also contains the Cuttack and Pooree dawks, which are taken out as the dawk passes by the Postmasters of those stations, who then re-seal the wallet. Another wallet is made up for Jellasore, containing the Jellasore and Balasore packets; this wallet is so light that it is often carried by the runner who takes the Chitterpoor packet; but sometimes, when the mails arrive from Singapore, Moulmein, and other places to the eastward, a second wallet for Chitterpoor becomes necessary. This route branches off from the Bombay road at Debra, about 18 miles this side of Midnapore.

25. How is the Bombay dawk despatched?—All packets for Nagpoor, and stations beyond it, are enclosed in one wallet to the address of the Postmaster at Nagpoor, who opens it, and distributes the packets according to their destinations. On overland nights, it is necessary to have from six to eight wallets. Formerly, as many as 25 or 30 wallets were sometimes

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sometimes required to carry the overland dawk, and this number could not be despatched in less than three days; but, since the steamers come direct from the Red Sea to Calcutta, the number of overland letters sent *viâ* Bombay has greatly decreased. Another wallet is made up for Midnapoor, which is sent open; it contains packets for Midnapoor, Kamerara, Ryepoor and Sumbulpoor. The Keerpoy packet goes in this wallet, and is detached at Chokey Deoleea. The Tumlook packet goes separately, outside the wallet, and is detached at Moheshraka.

26. How is the Bancoorah dawk despatched?—In one small wallet, which is never filled. It is addressed to the Postmaster at Bancoorah, who distributes the packets contained in it to the farther stations. It is never necessary to send a second wallet on this route. The packets for the subordinate Post-offices between Calcutta and Bancoorah also go in this wallet, and are taken out, as it passes, by the dawk moonshees.

20th *May* 1850.

Lalmohun Set, Clerk in the Post-office Department of the Revenue Accountant's Office.

27. What is your duty?—My duty is to adjust the Post-office accounts, and also a portion of the Land Revenue accounts. It is not my duty to examine or abstract the accounts of the various Post-offices. There are other clerks on the establishment whose duty it is to do that. My duty is simply to adjust and journalize the accounts at the end of the year, and to prepare the statement of receipts and disbursements of the Post-office Department for incorporation in the general statement of the entire receipts and disbursements of the Lower Provinces. When adjusting the accounts, I compare the entries in the cash accounts with the vouchers.

27½. What accounts are received from the General Post-office?—A monthly cash account. In this account the receipts are credited under the following heads:

Postage.	Profit and Loss.
Steam Postage.	Deposits.
Service Postage (a nominal credit).	Dawk-bearers.
General Treasury.	

And the debits appear under the following heads:

Remittances.	Deposits.
Postage.	Dawk-bearers.
Service Postage (a nominal debit).	Balance.

Appended to this account is a detail of inefficient balance, a memorandum of deposits, and a memorandum of bearing postage.

Attached to the monthly cash account is a register of receipts and repayments of deposits, 32 statements of steam postage, Treasury and Mint receipts for remittances, receipts of subordinate Postmasters for salary, &c., and the monthly contingent bill of the General Post-office.

28. What means has the Accountant's office of knowing that all postage paid at the General Post-office is duly accounted for?—No means at all. All that appears in the cash account is the amount of postage collected. We have no means of knowing what is due, and what is outstanding. We receive no register of letters from the General Post-office. If the amount of postage entered in the cash account as collected be less than the actual amount collected and brought to the Post-office, there would be no means of detecting the discrepancy in the Accountant's office. Still less are there any means of ascertaining whether the amount due on post-paid and bearing letters, and other covers, is ever collected.

29. Is there no way of imposing a check upon the accounts of the General Post-office, so that the postage due on every letter shall be entered in the accounts as a demand either against the sender or receiver of it, and the amount either collected, or, if irrecoverable, written off?—I can suggest no other check than that proposed formerly by the Honourable J. E. Elliot, when Postmaster-general; and that is, that the Postmaster-general should keep two accounts current, one of letters received, and the other of letters sent, with every Postmaster in India, and all the Postmasters in India with each other; a copy of all these accounts current being submitted monthly to the accountants of Bengal, Agra, Madras and Bombay, by whom the accounts between the Postmasters of the different Presidencies would be compared with each other, and with the cash accounts, and so finally adjusted. This plan was tried for two or three years, but was found so troublesome and expensive that it was given up. A large increase of establishment, both in the Accountant's office and in the several Post-offices, would be necessary to carry it out efficiently.

30. What accounts are received in the Accountant's office from the Mofussil Post-offices?—A cash account, showing the receipts and disbursements of the Sudder Post-office, and also of the subordinate Post-offices, if there are any. The headings of the cash account are the same as those of the General Post-office; attached to it is a memorandum of steam postage, a memorandum of bearing letters, and a memorandum of dawk letters. With the cash accounts are also submitted the audited establishment and contingent bills for the month,

month, the collector's receipts for money remitted to the Treasury, and an abstract register of postage, showing the number of covers and the amount postage due upon them.

31. Are these abstract registers of any use in enabling you to check the Postmaster's accounts?—Yes, we can see that the amount entered in the abstract register is duly accounted for; but we have no means of knowing that the amount is correct. So far as the Accountant's office is concerned, every item in the abstract register may be incorrect without the least chance or possibility of the error being detected. There is nothing in the way of official check to prevent the Postmaster from entering in every case less than the sum actually chargeable on letters conveyed by the post; nor is there anything to prevent the destruction of post-paid letters and misappropriation of postage, except the probability of inquiry, which might or might not lead to detection. There can be no efficient check against such practices except by keeping a double account current in every Post-office in India, and entertaining a special establishment in the Accountant's office or at the Post-office, for the sole purpose of comparing and adjusting them. If postage were universally to be pre-paid by means of stamps, then there could be no fraud, and the necessity for check would no longer exist.

32. Do you receive any check accounts of steam postage from the other ports in India at which the Peninsular and Oriental Company's steamers touch?—Only from Bombay and Madras. They send us statements of letters received from out-stations of the Bengal Presidency for despatch by steam, and statements of letters received by steam for despatch to those stations. These statements have no reference to inland postage.

21*st May* 1850.

J. R. B. Bennett, Esq., Deputy Postmaster-general.

33. Be so good as to inform me what specific duties connected with the General Post-office are made over to you?—The duties made over to me as Deputy Postmaster-general are detailed in the Postmaster-general's order, No. 2, dated 26th January 1847, and in the subsequent orders referred to by Mr. Tayler. I receive and open all letters sent by dawk to the General Post-office, and all that are brought to me from persons in Calcutta. Letters by dawk, addressed to me, are entered in my register of letters received, and those addressed to the Postmaster-general are entered in his register. If any of the letters addressed to me appear to me to be on subjects which I have not authority to dispose of, I transfer them to the Postmaster-general by an order in my register book. In like manner, the Postmaster-general transfers to me such of the letters entered in his register book as he wishes me to dispose of. He does not always send me letters connected with the duties specially made over to me, but occasionally disposes of them himself. There is a separate register book of letters received from public offices in Calcutta, all of which are disposed of by the Postmaster-general. A large number of letters are addressed daily to the office by private parties, sometimes to the Postmaster-general, and sometimes to me. These are entered in a separate book, and are disposed of either by the Postmaster-general or by me. There are also numerous written applications sent daily on trifling matters which I dispose of summarily, without reference to the Postmaster-general, and without keeping any record of them.

34. Do you consider yourself as primarily responsible for the management of the details of the Calcutta Post-office?—No, I do not. When I was first appointed Deputy Postmaster-general, I was under the impression that I was to have independent charge of the Calcutta Post-office as Postmaster of Calcutta, and I continued to act under that impression for several months; but, in September 1847, I learned that I was not understood to have a separate capacity as Postmaster of Calcutta, but that I was the Postmaster-general's assistant in that as in all other departments of the General Post-office. I derived my first impression of my duties from the terms in which my letter of appointment from Government was framed. It was there stated that in consequence of my appointment the Postmaster-general would be able to relieve himself of details, and devote his attention to the general management of the department.

Every thing connected with the working of the office, such as the arrival and despatch of the mails and banghies, the attendance of the different officers, the receipt and delivery of letters, &c., I primarily take cognizance of, and dispose of; but all matters of importance I refer to the Postmaster-general. With the Accountant's and Treasurer's Departments I have nothing to do. All matters connected with the delivery of letters in Calcutta, the postage accounts of the peons, and the accounts of the agency houses, are exclusively looked after by me, subject to a reference, if necessary, to the Postmaster-general. The Dawk-bearer Department is also under me, and all papers connected with that department go out under my signature. I also receive numerous letters from the Postmasters in the Mofussil, and from private individuals, on all kinds of miscellaneous subjects, which, unless they involve some general question of importance, I dispose of without reference to the Postmaster-general. Inquiries into cases of robbery of the mail have been for the most part entrusted to me. The superintendence of the disposal of dead letters has also been specially assigned to me.

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35. Have the goodness to state the particulars of the way in which letters are delivered from the General Post-office?—The process through which the letters go after the mails arrive until they are placed in the peon's hands for delivery is described in a memorandum, which I will furnish. Ordinarily no letters are delivered except through the peons, but parties coming to the General Post-office for their letters occasionally receive them from the clerks. This, however, is contrary to rule, and I believe is rarely done. The process of delivering overland letters to the peons is somewhat different from that of delivering inland letters; and this difference of practice is explained in the memorandum above referred to. The delivery peons, having received their letters according to their respective beats, leave the General Post-office for the first time at 10 A. M. Those who have to proceed to a distance in the direction of Garden Reach, or Park-street, are conveyed to their beats on accelerators; the others proceed to their destination on foot. There are four inspectors, including the head inspector, and 48 peons. The head inspector has the control of the establishment, and is expected to go about and see that the peons are on their beats. Two of the inspectors drive the accelerators, and the third remains at the General Post-office to assist in inquiries, and to look after the peons in attendance. There are nine local divisions in Calcutta, to each of which a certain number of peons are allotted. The inland letters are distributed by the delivery clerks to jumma peons, one of whom is selected daily from each division. Each jumma peon then distributes the letters delivered to him among the other peons of his division according to their beats.

36. Is there any map showing the local limits of each division or beat?—No; but there is a statement of beats prepared by the head inspector, and the peons' attendance book shows the division to which each peon is attached.

37. Does every peon go out with each delivery?—No; a certain number in each division go with the first delivery, leaving the rest to follow with the letters of the second delivery. The peons of a particular division take the whole of the letters for that division, and distribute them among themselves in the way they find most convenient.

38. In what time are the peons of the first delivery expected to complete their delivery and return to the General Post-office?—Where there are accelerators, they wait for the peons, returning between 1 and 2 P. M.; but they frequently do not bring back the peons who have the more distant beats, and who are then punished unless they can assign a good reason for the delay. The peons of those beats where there are no accelerators frequently do not return the same day. There is no order requiring the peons to return at any specific hour, or to report the time at which they deliver the letters. The inspectors and peons all leave the office after the second delivery, and none of the peons live on the premises, as they are required to do by an order of the Postmaster-general.

39. What means are there of knowing whether the letters are delivered punctually or not, or whether they are delivered at all?—There are no means of knowing whether letters are delivered punctually or not. The inspectors are required to examine the bags of the peons every morning, and if letters remain undelivered, which ought to have been delivered, the peon is reported to me. With regard to post-paid letters, there are no means of knowing whether they are delivered or not, unless parties complain; but bearing letters must be accounted for.

40. Have you any complaints against the peons for delay in delivery or loss of letters?—Not many; but there are frequent complaints of mistake and misdelivery. The delivery clerks keep a record of the number of letters delivered to each jumma peon. The jumma peons keep a list of the letters received by them, which shows the name of the peon to whom they are eventually given for delivery. In this way mistakes are traced to those who commit them. The record kept by the clerks is called the delivery book.

41. What is the remuneration of the peons?—They receive *Rs.* 8 a month, but one or two of them get less. They have no other authorised emoluments, but I have no doubt that they receive presents from parties to whom they deliver letters, and it occasionally happens that excess postage is taken, but whether from accident or design cannot positively be affirmed. No complaints that I recollect have ever been made of their demanding presents, or threatening to withhold or delay delivery until such present is given. The peons greatly prefer the beats in the native town, particularly the Burra Bazar and places where Mahajuns and Shroffs reside. I can only account for this by supposing that they receive presents from these parties. Indeed it is currently reported that the peons receive from each person a fixed amount upon every letter delivered. The Mahajuns have never complained of this practice; if it exists, they submit to it as an arrangement ensuring the punctual delivery of their letters and banghy parcels.

42. In what respects do you consider the present system of delivery deficient?—The number of peons is insufficient; they are all ignorant of English, and cannot read an English address. The only way they have of distinguishing letters is to catch the name of the addressee from the delivery clerk, and write an abbreviation of it in Bengalee on the back of the letter. It would be a great improvement if, as in England, every peon were obliged to pay to the Post-office the postage due on the bearing letters made over to him for delivery, and to receive back the amount on account of those of which the addressees cannot be found. The present practice of giving the peons credit causes great trouble and difficulty in realising the collections; besides, when a peon is ill, and it becomes necessary to employ a substitute, the latter must, under the present system, be trusted with the amount of postage on bearing letters given to him for delivery, without security, unless the peon, whose substitute he is, chooses to become responsible for him, which they frequently do not do. To peons who give no security, the post-paid letters are generally given for delivery.

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The cash deposit required from each peon varies from 50 to 200 rupees, according to the extent of their beat; and it is difficult to obtain the services of men on *Rs.* 8 a month who can give that amount of security; the consequence is, that the peons are all in league, and it is impossible to introduce a man into the service who is not one of their own clique.* The accelerators first used have been discontinued, and were in my opinion too heavy, nor did they afford sufficient protection from the weather. The description of carriage now used is a curricle on a pair of wheels, drawn by two horses; they are not, in my opinion, well adapted to the purpose for which they are intended, being too heavy, and not constructed so as to admit of the easy ingress and egress of the peons; a light omnibus would have answered better; they do, however, assist the delivery. There is no accelerator in the direction of the native town to which the letters are carried all the way by peons. If a different class of delivery officers were employed, on somewhat higher salaries, such as the bill sirkars employed by agency houses and tradespeople, and if the beats of each delivering sirkar were distinctly defined, I have no doubt the business of the department would be conducted in a much more satisfactory manner. The rule requiring that all mails arriving before 9 A. M. should be sent out at the first delivery, ought to be invariably adhered to, and despatches from the Mofussil should be so regulated as to arrive before that hour.

* They are all Mussulmans.

43 Would it not be an advantageous plan for the inspectors to go about and inquire whether the peons deliver the letters punctually, and commit no abuses?—Certainly it would, and this should be the chief duty of the inspectors. There is an order that they are to do so; but as no inspection reports are furnished, I conclude that this duty is neglected; in fact, two of the inspectors are almost always at the office, and the other two drive the accelerators.

44. Why is the rule requiring that all mails received before 9 A. M. shall be sent out on the first delivery not invariably complied with?—It sometimes happens that the bulk of the mails does not arrive until a little before 9 A. M., and then they cannot be sorted, stamped, and delivered in time.

22*d May* 1850.

Khetter Mohun Banerjea, Clerk in the Revenue Department of the Accountant's Office.

45. WHAT is your duty?—I am Post-office examiner; my duty is to examine the monthly cash accounts of some of the Mofussil Post-offices; there is another examiner, named Oomeschunder Doss, who examines the rest; and he also examines the accounts of the General Post-office.

46. Describe the process of examination?—I first compare the cash and inefficient balance with that shown in the last month's account; also, the balance of postage due on bearing letters, as shown in the memorandum attached to the cash account, and the balance of steam postage due either to Her Majesty's Government or to the other Presidencies. I then see whether the amount postage due on bearing letters received during the month, as entered in the memorandum, agrees with the abstract registers. The amount of bearing postage on forward and returned letters, which is deducted from the demand, I do not check, because it is assumed that other Postmasters become liable for it; but I cannot tell whether they bring the amount so deducted on their accounts or not. The amount postage on dead letters sent back to the General Post-office, which is also deducted in the memorandum, is then compared with the written authority given by the Postmaster-general in such cases, and the realisations are then compared with the credits in the cash account, with which they ought to agree. The amount postage on post-paid letters and banghies is then compared with the abstract registers. After this, the realisations on account of steam postage are compared with the memorandum of steam postage, and with the abstract registers. The sum credited in the cash account on account of dawk-bearers is compared with the dawk-bearer's cash account, which is sent separately by each Postmaster to the Accountant's office; it is also compared with the memorandum attached to the cash account. The remittances credited in the cash account are checked with the debits in the collector's books by other officers, called remittance checkers. The payments are then compared with the vouchers appended to the cash account, and with the dawk-bearers' account above referred to.

47. There is some difference between the mode in which the memorandum of bearing postage is kept in the General Post office, and in the Mofussil Post-offices; explain this?—In the General Post-office cash account, the gross amount due on the letters received during the month are entered on the credit side as a realisation, and such portion of it as is not collected during the month is held in inefficient balance. The actual realisations of bearing postage during the month are not shown in the cash account, but are only deducted in the memorandum Thus, the memorandum does not agree with the cash account, the amount credited in the latter appearing as a demand in the former, and the amount credited in the latter not corresponding with any entry in the former. In the Mofussil cash accounts the actual realisations during the month are credited, and the gross amount due, with the balance outstanding, appear only in the memorandum.

48. How do you proceed if any discrepancy is discovered in the accounts?—I draft a letter

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letter to the Postmaster, asking for an explanation, which, after being approved by Mr. Ferris, the head assistant, issues under the signature of Mr. Maples, the assistant accountant.

23*d May* 1850.

Mr. *Joseph Vincent*, Head Inspector of the Delivery Peons in the General Post-office.

49. How long have you held your present situation?—I have been head inspector since August 1849. I was appointed an inspector in June 1846, and was promoted.

50. What is your duty?—I have a general control over the other inspectors, and over the whole establishment of peons, of whom there are 48. I have also special charge of three divisions of peons. It is my duty to see that the peons are in attendance at half-past 8 A. M. to receive the letters for the first delivery, and to see that they go out with the letters at 10 o'clock precisely. I keep an attendance book of peons, in which the hour of the attendance of each is entered daily, and also a book containing the list of peons who go out with the first delivery, and I also enter the service covers in the peons' books. When the peons return, I examine their bags, and see what letters they have undelivered. These letters are then taken to Mr. Starling, the superintendent of the Dead Letter Office, and according to his directions, the letters are either again made over to the peon for delivery, or are made remaining or forward. The peons who go out with the first delivery are required to be back by 1 P. M., and if they fail to do so, they are reported. Every day almost some of the peons are reported for delay, and if they cannot give a satisfactory account of themselves, they are fined by the Deputy Postmaster-general. At 3 o'clock the inspectors see that the peons take out the letters of the second delivery, after which the peons do not return to the Post-office until the next morning.

51. You state that there are 48 peons, and it appears from a statement furnished by you, that each peon has a distinct beat; but it appears that generally not more than 30 peons go out with the letters of the first delivery; how are the letters delivered in the remaining beats?—In the first division there are six peons. Four of these go out every day, and the jummawallah of the day remains in the office, and another peon to assist him in receiving and preparing the letters for the second delivery. The letters belonging to the beats of the two peons who remain in the office are distributed among the other four peons of the division, according to an arrangement agreed upon among themselves. The jummawallah comes at 5 o'clock A. M., and receives the letters from the delivery clerks, making an entry of each letter, with the address, in a book, and also writing a memorandum of the address in Bengalee on the back of each letter. At half-past 8 the other peons come, when he gives them the letters, and they sort them among themselves according to the memorandum in Bengalee written on the back of each letter by the jummawallah. Each peon has a book, in which he enters the letters made over to him. At half-past 9 the bugle sounds for the peons to get ready, and at a quarter to 10 the bugle sounds again, and the delivery is stopped, and the peons who have service and free letters come to the inspectors and have those letters entered in a separate book. At five minutes to 10 the peons are sent out, and those who go in the direction of Chowringhee, or in that of Bhowanipoor, Alipoor, Khidderpoor and Garden Reach proceed to their beats on the accelerators. The bearing moonshee keeps a record of the bearing letters given to each peon, who has to account for the same. All money collected by the peons is paid to the buxee of the Treasurer's department. The buxee gets from the bearing moonshee an account of the bearing postage due by each peon, and keeps an account of what they realise daily, and of the balance outstanding against each peon. This book the inspectors see, and they then examine the peons' bags and make them pay what they have collected. A book showing the amount due by each peon is laid daily before the Deputy Postmaster-general, and he passes such orders upon it as he thinks proper. If the peon states that parties to whom bearing letters have been delivered have not paid the postage, the inspectors are sent to inquire into the matter, and to realise the postage, if due.

52. Can the peons, who have the more distant beats, deliver letters of the first delivery and return to the General Post-office in three hours?—The peons who go over the river to Howrah, Barypoor and other places with the first delivery do not return the same day. It would be impossible for them to do so. The peons who go to Baug Bazar and Chitpoor return about half-past 2 and 3 P. M., and those who go to Cossipoor don't return the same day. The peons who go to Alipoor and Khidderpoor return on the accelerator at 1 P. M., and the peon who goes to Garden Reach generally comes back on foot about 3 P. M. In the Howrah division there are three peons; two of them go out with the first delivery, and the jummawallah takes out the second delivery at 3 P. M., and does not return until the next day. In the Bengalee division there are six peons; four peons go out with the first delivery, two of whom come back before 3 P. M., and, with the other two who remain at the General Post-office during the day, carry out the letters of the second delivery.

53. Is there any map of the beats of the different peons?—No; but I know the beats, and I suppose a map can be made.

54. Are complaints against the peons frequent?—Yes; the public frequently complain to the Deputy Postmaster-general of the behaviour of the peons, and he refers the matter to me

the inspectors, who inquire into it. The most frequent causes of complaint are delay in delivery, and mistakes in delivery. I recollect three or four cases in which complaints have been made of the peons demanding more postage than was properly due. The peons sometimes keep letters instead of delivering them, or bringing them back to the Post-office in their bags. Several cases have occurred in which the inspectors have gone to the peons' houses, and examined the peons' boxes in their presence, when letters have been found which ought to have been delivered. These cases have generally arisen in consequence of the peon not being able to find the addressee, and being afraid to produce the undelivered letter to the inspector. Such cases are of frequent occurrence; we have found several peons doing this; they are reported to the Deputy Postmaster-general, and either heavily fined or suspended.

55. Do the peons deliver the letters themselves, or through other persons?—I hear that in the native town, when the peons have a long way to go and many letters to deliver, they sometimes do not deliver the letters themselves, but employ other parties to do it for them, paying them something for their trouble. All the peons receive *Rs.* 8 a month, except three, two of whom get *Rs.* 7. 5. 4. a month, and one *Rs.* 7 a month.

56. Have you any reason to suppose that the peons demand or receive money in excess of the postage on letters?—Yes; I am given to understand that on native letters the peons get two pice for each letter they deliver, and this is given to them willingly by the addressees. I never heard any complaints on the subject; the natives seem to regard it as a fair payment to the peon for his trouble. The peons get nothing upon English letters, but I believe gentlemen make them presents occasionally. The peons are prohibited from taking money from any person, but as no one complains against the practice, it is not put a stop to. There was an order issued in 1846, directing the peons not to take money, but no attempt has since been made to prevent them.

57. Do the peons prefer the native town to that part of it in which English residents live?—Yes, they do; when there is a vacancy in any of the beats in the native town, there is great competition for it; but we have great difficulty in filling up a vacant beat in Chowringhee, or anywhere where there are only mercantile houses, or the residences of English gentlemen.

58. From what classes of natives do the peons receive the douceur of two pice per letter?—From Hindus, Mussulmans, Parsees, Jews and such persons; not from Portuguese or East Indians. They take the douceur from every native who can give it, but they cannot withhold the letters; they must deliver the letters whether the douceur is paid or not. Bearing letters they must either deliver or account for the postage due on them; but we have no means of knowing whether the peons deliver post-paid letters or not, unless the parties complain.

59. Do you ever go round the beats of the peons of the divisions under you?—Yes; when we have no inquiries to make at the General Post-office, we go round to see that the peons are delivering their letters, and are not passing their time idly. We do not make general inquiries as to whether people receive their letters punctually, or whether they have any complaints to make against the peons; we only inquire into specific complaints brought by parties against the peons for delay or misdelivery.

60. Who is the inspector of the Bengalee or fourth division?—Mr. Morris, the second inspector, who also has the Howrah division. He is a foot inspector, and is employed chiefly in making inquiries into complaints brought against the peons, and in the miscellaneous duties of the department at the General Post-office. The other two inspectors drive the accelerators, and when they return at 1 P. M. every day, they make such inquiries into the conduct of the peons of their divisions as may arise. These inspectors do not go the rounds of their divisions; they only drive the accelerators, dropping and picking up the peons at their several beats, and remaining during the delivery of the letters, one near the burial-ground, at the end of Park-street, and the other at the Brijeetalao.

61. What is your salary and that of the other inspectors?—My salary is *Rs.* 47, the second inspector's is *Rs.* 24, the third, *Rs.* 23, and the fourth, *Rs.* 21. We get no other emoluments whatever.

25th May 1850.

Mr. *John Thomas.*

62. What situation do you hold in the General Post-office?—I am at the head of the Letter Mail Receipt Department. My official designation is mail opener.

63. What is your duty?—My duty is to attend every day at the General Post-office at 4 A. M., to open the mails that have been received since 2.30 P. M. of the previous day. The jemadar on duty opens the wallets as they arrive at the General Post-office. He then takes out the packets and compares them with the packet chellans. He then puts the packets into a chest kept for the purpose, and keeps the chellans by him. If there should be any discrepancy between the number of packets and the chellan, the jemadar reports the circumstance to me on my arrival. He would report the circumstance in my absence either to the Superintendent or to the Deputy Postmaster-general, if either of them was in office, but otherwise he would not report it till I arrived at the Post-office at 4 A. M. The jemadar on duty keeps a memorandum

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a memorandum book of mails opened by him; it is in Bengalee. It gives the name of the post, the name of the runner, the description of the wallet, and the hour of arrival. There are seven jemadars, and they take the duty by turns. On my arrival, the jemadar opens the chest and takes out the packets before me. He then opens the wax-cloth wrappers of the packets and lays the packets on my table. I then open the paper packets and take out the contents; I then sort the contents into service, free, post-paid and bearing, and compare them with the chellan which is enclosed in each packet; if the chellan agrees with the contents, I note on the back of the chellan the date and hour of arrival, and the contents of the packet; and this noting is signed both by me and the jemadar. As the packets are opened, the jemadar notes the station from whence each comes, the date of despatch, and the date of opening, in books kept for the purpose, according to divisions; these are called station books, and the use of them is to see that the number and date of the several packets agree with the packet chellan; the chellan and the contents of the packet are then delivered by me to a peon, who puts upon the covers the A. M. stamp, and places the whole on the bearing register's table. The jemadar also keeps a register of Kedgeree reports received daily, which he fills up as the packet is opened; and he also keeps a general tabular register of mails received, from which it can be seen at a glance whether all the mails of any particular date have arrived or not. At principal stations a packet is made up every day, but at subordinate stations, packets are only made up when there are letters to send. A mail report book is also kept by the jemadar, showing the mails received every day at the General Post-office; this he prepares in Bengalee from his other registers, after all the mails for the day have been opened; and it is translated by an English writer in the department, and submitted daily to the Postmaster-general. The peon who stamps the letters after the packet is opened keeps no register, but he also attests the correctness of the chellan on the back of it. As the packets are opened, the jemadar ties up all bearing letters in a bundle, and upon these the peon does not put the A. M. stamp.

64. What assistance do you receive on opening the mails?—Besides the jemadars, of whom there are two on duty every day, there are three other assistants who aid in opening the mails, and who are also delivery clerks; one of these comes at 5 A. M., another at 6, and the third at ½ past 9. I remain at office every day from 4 A. M. to 3 P. M., except on Sundays, when I go away at 10. 30 A. M.

65. Have you any other duties to perform besides opening the mails?—Yes; I prepare a daily abstract of the registers, which will be more particularly mentioned presently; and I assist in making reports called for by the Postmaster-general or Deputy Postmaster-general; and at times of press of business, especially on the arrival of the monthly steamer from Suez, I assist in delivering the letters to the peons.

66. Do you keep any register or memorandum of mails opened?—No; the jemadar keeps them; I merely certify the contents of each chellan on the back of it.

67. What is the process after the chellans and letters have been placed by the peon on the bearing register's table?—The bearing register compares the bearing letters with the entry on the back of the chellan, and if the number is correct, he makes the bearing letters over to the checkman, who sees whether the postage is correct with reference to the weight of each letter; each bearing cover is weighed by the checkman in a pair of scales; if the checkman finds all correct, he puts the A. M. stamp upon all the letters and returns them to the register; if the address of the letters is in English, the register enters them himself without assistance; and if it is in Bengalee, the checkman reads it to the register. The bearing register books contain the address, weight and postage of each letter; the bearing register then makes over the letters to the bearing moonshee, who also has a book in which he enters the number of letters of each weight delivered to him, and which he then compares with the register; the bearing moonshee then ties up the letters in a bundle and gives them to a checkman, who places them on a delivery table.

After the bearing register has taken out the bearing letters, and compared them with the chellan, he puts his initials to the item of bearing letters at the back of the chellan, and makes it over, with the rest of its contents, to the post-paid register; the sorters attached to the register then separate the post-paid from the free letters, and, after weighing each post-paid letter, to see that the postage marked on each letter is sufficient, delivers them all to the register; the register writes down in a book the address of each letter, and the weight; and if the total number of post-paid letters agrees with the entry at the back of the chellan, he puts his initials to the entry, and makes over the chellan, with the post-paid and free letters, to the service register; the service register then, with the assistance of two sorters, sees that the number and weight of service letters agree with the entry in the chellan, and in the post-marks; and, after registering them, he likewise puts his initials to the entry on the back of the chellan, and throws the whole on the ground; a chokey peon then picks them up, counts the letters, service, free and post-paid, compares them with the chellan, attests their correctness by his initials on the back of it, and places the whole on the delivery table; there are two delivery tables, but only one is used, unless there is a great press of business. At the delivery tables sit a delivery clerk and a jemadar; and nine jummawallah peons sit upon the table in a semicircle; the chellans with their contents are handed one by one by the jemadar to the delivery clerk, who notes down in the delivery book the number of service, post-paid, free and bearing covers, and the number of each kind delivered to each jummawallah peon; thus, for instance, the Dacca chellan of the 21st May 1850 con[illegible] 12 service, 61 post-paid, and 24 bearing covers. The delivery clerk first calls for 12 [illegible] letters; these are handed to him by the jemadar, and he delivers them to the jumma[illegible] peons,

peons, and writes down in his register the number given to each peon; then he calls out for 61 post-paid letters; these are given by the jemadar and delivered in like manner; but if the letters have a Bengalee or Persian address, it is read by the jemadar, otherwise the delivery clerk reads the addresses; then he calls for the 24 bearing covers, and the jemadar takes them from the heap where they had been previously deposited by the bearing moonshee checkman.

68. How does the delivery clerk know to which peon to deliver the letters?—He knows all the delivery peons who sit round him, and the streets comprised in their several divisions, and he knows the residences of all the European residents of Calcutta.

69. How many delivery clerks are there?—There are three, and I sometimes assist them.

70. Do you know what peon to give a letter to as soon as you read the address?—Yes, instantly. It sometimes occurs that I don't know a gentleman to whom a letter is addressed; such a letter I put by at the time, and afterwards endeavour to make out the addresses, or find out where the addressee lives.

71. How long does it take to deliver letters to the peons?—About 200 letters may be delivered in a quarter of an hour; the delivery itself would not take nearly so much time, but the delay is occasioned by having to write down in the delivery register the numbers of each kind of letter in every packet, and the number delivered to each peon.

72. Up to what hour do the operations above described continue?—For the first delivery up to 9 A. M. It commences again for the second delivery at ½ past 10, and continues until 2 P. M.

73. Are expresses opened whenever they arrive at the General Post-office?—Yes, at any hour, night or day. There is a chokey peon and a jemadar always in attendance for the purpose. It is immediately taken to the Deputy Postmaster-general, who opens it, and, after examining and comparing the contents, sends them out to their destination by the chokey peons.

74. Do you not also keep a mail opening book?—Yes, I keep a book, showing the number of mails opened and sent out by the first and second delivery each day. This book is inspected and signed daily by the Deputy Postmaster-general.

75. There is a rule of the Post-office requiring that the contents of all mails received up to 9 A. M. shall be sent out by the first delivery; is this rule strictly observed?—Yes, as far as possible; but it sometimes happens that several mails come in late, that is, between 8 and 9 A. M., and then some of them are unavoidably kept back till the second delivery.

76. How long does it take to carry the letters of one mail through the process of receipt from the time the packet is first opened, until the last letter is given to the delivery peons?—This depends upon the number of mails opening at the same time; but if one mail only were to be received at a particular hour when all hands were in attendance, and all other business had been disposed of, the process would take about a quarter of an hour.

77. If, in opening a packet, the chellan should be found not to agree with the contents, what course do you take?—I put that mail by, in order to examine it more carefully when the rest of the mails are opened. I then examine it, and if there still appears a mistake, I note it on the back of the chellan, and desire the delivery clerk to return the chellan to me after the letters have been delivered. I then make a report of the circumstance to the Deputy Postmaster-general, who inquires into it as he thinks proper.

78. I observe from the mail report book that occasionally mails arriving as early as 7 A. M. are not sent out by the first delivery; how do you explain this?—The cause of it is the great number of mails which had to be opened and could not be got through in time. On some occasions two heavy mails from the same direction come in on the same day.

79. When the Deputy Postmaster-general inspects the mail report book, does he ever pass any orders on it?—Yes; if there is delay in delivering the mails, he calls for an explanation.

80. I observe in the Dacca chellan of the 21st May 1850 that there is one Europe letter; how are letters of this kind disposed of?—When the mail is opened, Europe letters, and all ship and forward letters not for delivery in Calcutta, are made over to the Forward Department. They do not go to the registers of the Letter Mail Receipt Department.

81. Have you any thing to do with the banghies?—No; they belong to a separate department.

82. On the arrival of overland or steamer mails from Europe, are you required to assist?—Yes, all the mail openers and delivery clerks of the Letter Mail Receipt Department are required to assist in the delivery of overland and steamer letters to the peons.

83. Is the delivery of Europe letters conducted in the same way as the delivery of inland letters?—No; all the peons are in attendance and sit on the ground. In respect to bearing letters the bearing moonshee brings the delivery clerk a bundle of them, and as the delivery clerk distributes them to the peons, the moonshee takes a memorandum of the numbers of the peons to whom they are delivered. Of post-paid and free letters and newspapers no account is taken. After the delivery each peon has to give an account to the bearing moonshee of the bearing letters in his possession, and the moonshee compares each account with his own. The moonshee keeps his account in Bengalee.

84. How do you know to what peon to deliver the letters?—The peons of each division sit together. The delivery clerks know where the residents live, and as they throw each letter to its proper division, they call out the name of the addressee. The peons generally know the residence of every person who receives letters by the overland mail, but in every case of doubt the peons inquire the direction from the delivery clerk, and make a note of it on the back of the letter.

App. (D.), No. 1.
Evidence.

85. Do the books and registers of your department enable you to give particulars regarding every letter received by the inland mail for any given time?—Certainly, so far back as the records extend; but the old records are destroyed from time to time, and I believe there are not more than five years' records now in the office.

86. Do you consider that the business of your department could be in any way simplified, so as to admit of greater expedition?—No, but the business could be got through more expeditiously if an additional delivery clerk and two more jemadars were employed.

87. Are the hands in your department all efficient?—Yes.

88. If they neglect their duty or misconduct themselves, whose duty is it to report them?—It is my duty; I report them to the superintendent, and he to the Deputy Postmaster-general.

89. Have you frequent occasion to report any of them unfavourably?—Very seldom; they understand their business and attend to it.

90. How long have you been in the General Post-office?—Almost 22 years. I was first employed as a register on *Rs.* 16 a month, and have risen to my present situation.

27th May 1850.

Mr. *M. Simeon.*

91. WHAT situation do you hold?—I am manager of the Outward Inland Letter Mail Department or Letter Mail Despatch Department. I have held the situation since 1845. I have been in the General Post-office for seven years, having first been examiner in the Correspondence Department.

92. Describe the routine of business in your department?—The General Post-office is open for the receipt of letters from 10 A. M. to 6 P. M., except on Sundays, when it does not open until 4 P. M. Besides the General Post-office there are six receiving-houses:

1. Park-street.	4. Bhowanypore.
2. Jorasanko.	5. Boitakhanna.
3. Baugbazar.	6. Kidderpore.

These receiving-houses are open from 11 A. M. to 4 P. M. daily, Sundays included. They are in charge of native receivers, who are appointed by the Postmaster-general at the recommendation of the treasurer, who is responsible for them, as well as he is for the receivers of the General Post-office. The receivers at the receiving-houses are frequently irregular in their attendance, and complaints of this have been sometimes made to the Deputy Postmaster-general. Each receiver has a locked box with a slit in the lid, so that when letters are once put in, they cannot be taken out again, except at the General Post-office, where the key is kept. Before placing the letter in the box, the chokey receivers weigh each letter, stamp it as post-paid, bearing or service, as the case may be, write the amount of postage on the stamp and in the sender's dawk receipt book, and enter the particulars in the chokey list. At 4 P. M. every day, these boxes are sent to the General Post-office; they are then opened, one at a time, by two officers called chokey registers, who sort the letters into seven divisions, according to the arrangement of the department, and the letters of each division into post-paid, bearing and service. With the letters sent by each receiver comes a list or register of the letters sent, divided into bearing, post-paid and service, and giving the address, weight and postage of each cover. The chokey registers at the General Post-office, after sorting the letters sent from the receiving-houses in the manner above described, enter them in an abstract book, of which there are six, one corresponding to each receiving-house. The letters are then delivered to the examiners of the several divisions, who acknowledge the receipt of them by signing their initials in the abstract book.

92½. How many divisions are there?—There are seven divisions:

1. Barrackpore.	5. Cawnpore.
2. Berhampore.	6. Madras and Bombay.
3. Benares.	7. Dacca.
4. Mirzapore.	

93. How are letters received at the General Post-office?—There are seven windows, corresponding with the number of the divisions. At each of these a receiver sits from 4 A. M. to 6 P. M. From 10 A. M. to 3 P. M., only one receiver is in attendance to receive letters for all the divisions. The receivers take it by turns to do this. Letters received before 3 P. M. are called daily or morning letters. After 3 P. M., each receiver takes the letters of his own division. The receiver in attendance during the day keeps a memorandum in his book of all letters received by him. These he sorts into seven heaps, six of which are made over to the other receivers as they arrive; and they enter the particulars of each letter in their own books before they begin to receive letters at the windows. The number of letters received before 3 P. M. is comparatively very small, generally about 100 each day. On Saturdays there are generally a few more letters, chiefly native. The receivers each keep a book in Bengalee, in which they enter, in short, the station to which each letter is addressed, the weight, and the postage, if post-paid. Of bearing letters only the station and the weight are entered. The same particulars are noted on the back of each letter, and

and in the receipt delivered to the person posting the letter. On the receipt is also placed a stamp bearing the letters G. P. O. Service letters are not taken by the receivers. They are received by the manager, that is, by me. The receivers do not sort the letters except into paid and bearing; but they make them over to the checkmen, of whom there are five for the seven divisions. Besides these seven receivers, there are two receivers for newspapers and gazettes, and printed papers, and there is also a head receiver, who is employed during the day from 11 A. M. to 4 P. M. in receiving banghy paid parcels. The gazettes posted by individuals are taken by one receiver, and the press gazettes by the other, until 4 P. M., when both receive press gazettes until 5. 15 P. M., when the office is closed for gazettes. The gazettes posted by individuals are made over at 4 P. M. to the head receiver, who continues receiving them until 5¼ P. M., as well as the agency letters, which are received, like other letters, until 6 P. M.

The registers and checkmen come to the office about 4 P. M., and the latter then take from the receivers the letters which have accumulated up to that time, giving an acknowledgment of the same to each receiver. They then see that the amount charged on each post-paid letter is correct with reference to its weight, which the checkman ascertains in each instance by the scales, and if the charge is incorrect, the letter is immediately brought to me. If the letter is overcharged, the amount surcharged is deposited in the treasury to meet any claim that may be made for it, and, if undercharged, the letter is entered in the checkman's book in my presence for the full weight, and the receiver has to account for the postage so entered.

94. Do you keep any note or memorandum of letters surcharged and undercharged?—No; but I keep the circumstance in my recollection, and at the end of the day I examine the register books to see that the entry has been properly made, and, in the case of surcharge, I satisfy myself the next day, by inquiring of the receiver, whether he has made the surcharge deposit in the treasury or not.

95. Do you communicate to the treasurer all cases of surcharge which are brought to your notice?—No.

96. Then, practically, it rests with the receiver to account to the treasurer for all surcharges or not, as he pleases?—Yes; there is no proper check over them; but surcharges are rarely made, and when they do happen, the amount is generally reclaimed. The receivers are so particular in accounting for all the money paid to them, that, on discovering an excess amount in their hands, they frequently come to me, and ask me to count and examine the letters to see where the mistake has been made, and to whom the overpayment is due. If the origin of the mistake is discovered, the excess is refunded to the sender of the letter, his dawk receipt book being corrected in my presence when next presented at the office, and if not, the excess is credited to Government.

97. What is done with the letters after they have been examined by the checkmen?—The checkmen keep a Bengalee register of the letters, just like those kept by the receivers; and as each letter is examined, it is handed over to the jemadars in attendance, who affix the black or red stamp according as the letter is bearing or post-paid. The jemadars then return the letters stamped to the checkmen, and they then make them over to the sorter sirkars, of whom there are seven employed in sorting the post-paid and bearing letters according to divisions.

98. You say there are only five checkmen; how do they arrange among themselves for disposing of the letters of the seven divisions?—Checkman No. 1 checks the letters of divisions Nos. 1 and 2; and checkman No. 2 checks the letters of divisions Nos. 3 and 4; and the other checkmen have each a division. Formerly, I am told, the letters of divisions 1 and 2 were not more than sufficient to give employment to one checkman, but they have now increased so much that one man gets through them with difficulty, and the registers frequently complain that they cannot get the letters from the checkman in time. The same remark applies to the case of checkman No. 2, who checks the letters of the Benares and Mirzapore divisions. An additional checkman is also required for division No. 5, in consequence of the great increase in the number of letters for the North-western Provinces since the annexation of the Punjab. I also wish to mention that it has been necessary to obtain the services of one of the receivers of the Ship and Steam Department to receive the bearing letters of this division, whenever he can be spared from his own work.

99. What is done with the letters after they pass into the hands of the sorter sirkars?—The sorters sit opposite to their respective registers at the table, and sort the letters into different stations of their own divisions. They then take the letters of each station and hand them to the registers, by whom they are entered in the register book. There is only one register book for each division. It contains two columns, one for post-paid and one for bearing letters. The register books of two of the divisions, Nos. 5 and 6, are subdivided into two. One of the books of No. 5 is kept by the register of No. 4 division in addition to his own. The books of the two subdivisions of No. 6 were, until recently, kept by two registers; but one of them has been withdrawn for other service, and one man has now to keep the registers of both subdivisions; this causes delay, which can only be obviated by the employment of two additional registers. The addresses of English letters are read, and entered in the book by the register; the address of Bengalee letters is entered at the dictation of the sorter; and Nagree and Persian letters are entered without address, but merely as such, with the weight and postage of each.

100. Are law-papers, &c. entered in these letter registers?—Yes, law-papers, &c. are entered in the letter registers, and received by the letter receivers; the only difference being that they are charged with a different rate of postage.

App. (D.), No. 1.

Evidence.

101. What is done with the letters after they are registered?—The registers make them over to the examiners, who come and take them away by degrees as they accumulate on the register's table. The examiners give the registers a receipt for all the letters they take in this manner. Those receipts are entered in a book, and at the end of the registration they are compared with the lists of the checkmen, to see that the totals agree; if there is any discrepancy, it is immediately brought to my notice, and the mail is delayed until the cause of it is discovered. It sometimes happens that I have to go through the whole register of a division to ascertain the origin of a mistake of this kind; I have known the mail delayed an hour in consequence of a mistake in division No. 1. The examiners take away the letters in bundles unsorted as to destination, but separated into post-paid and bearing; the examiners then sort the letters according to stations, and put them in pigeon-holes; and when the registration is finished, the examiners enter the letters thus sorted in an abstract register kept for the purpose, and in the despatch papers, of which there is one for each division, except for Nos. 5 and 6, which have been subdivided into two each. From the despatch papers are prepared the chellans to go with each packet; this is also done by the examiners. There are 20 examiners employed on this duty; they are otherwise employed in other departments during the day, and attend in the despatch departments only from 4 P.M.

102. Through what process do the gazettes go after receipt at the General Post-office?—Gazettes posted by individuals are made over to the head receiver by the gazette receivers, and by him to the checkmen; after which they are disposed of in the same manner as the letters. There is one register for all gazettes posted by individuals. On some occasions, especially on forward-nights, there is great difficulty in preparing this register in time for the usual hour of despatch; and the mails are delayed in consequence. The press gazettes are brought to the receivers, and stamped and sorted into divisions by the jemadars in attendance; they are not registered, but they are entered in what is called the press-book, which shows nothing but the number of bearing and post-paid gazettes sent to each station, and the amount postage on those which are paid. The press gazettes only include newspapers from the principal presses; the minor papers are entered in the gazette register book, as if posted by individuals. After being stamped, the press gazettes are taken away by the examiners, and sorted for despatch in the manner already described. The postage on press gazettes is paid to No. 7 letter receiver, who sees the number of post-paid gazettes entered in the press dawk receipt book, and compares the amount paid with the amount due. The gazette receiver weighs each gazette, and puts down the proper amount of postage in the dawk book; so that the receiver No. 7 has no difficulty in ascertaining what is due. In the case of gazettes bearing postage, the name of the sender is entered, in order that the postage may be recovered from him if not paid by the addressee.

103. After the sorting is complete, and the chellans are all filled, what is then done?—The examiners, after comparing the chellans with the despatch papers, make up the paper packets for each station. The chellan is signed both by the examiner, who fills it up, and by the one who makes up the packet; the examiner who makes up each packet affixes to it with sealing-wax the printed ticket, bearing the name of the station for which it is intended, and throws it to the jemadars; the jemadars and packermen (who are mostly dawk runners) then wrap up the paper packets in cloth or wax-cloth, according to the season, and seal them; the jemadars then put the packets upon the despatching table of each division for the mail despatcher to despatch them. The despatchers are Christian assistants from the several departments, who attend by turn for the purpose. The despatcher makes over the packets to chumars, who are in attendance, and who, in his presence and in the presence of the jemadars, tie them up in bags, which are then sealed for despatch. A wooden ticket is attached to each bag, the name of the station being written on the ticket in English, Bengalee and Persian; the bags are then weighed in the presence of the sorter sirkar, one of whom attends each night for the purpose; he writes down the weight in Bengalee on a piece of paper, from which it is entered by the mail despatcher in the despatch book; the mails are then made over to the contractors' agents or to the runners, as the case may be.

104. What process do the service letters go through after being received by you?—All service letters are received by me up to 4 P.M., or, in my absence, by the record-keeper of the General Post-office, or by one of the examiners of No. 1 division, to whom I have taught the franking rules; it is very seldom that I am absent. After 4 P.M. I am assisted by the head service-register, who comes at that time and sits opposite to me; those which accumulate during the day are deposited in an open box, and are given at 4 P.M. to a sorter sirkar, who then attends. The box in which these letters are deposited ought, in my opinion, to be locked, with a slit at the top for the reception of the service-covers; the sorter sirkar sorts the covers into divisions, weighs them, marks the weight on the covers, and then gives them over to the register of each division. There are six service-registers, who attend every day and register the service-letters according to divisions; the covers are then returned to the sorter sirkar, who stamps them and delivers them to the examiners, taking a receipt for them. The service press gazettes are received in the same manner as the other press gazettes, and entered in the press-book. Service gazettes posted by individuals are received by me, and registered in a separate book; these are very few in number, not exceeding 20 in any day, and seldom so many. The service register contains the name of the sender, the address, weight and nominal postage of each cover.

105. How are forward-letters, received from the Inland Receipt and Ship Department, disposed of?—The inland forward-letters and packets are made over by the jemadars to the forward-writers, who register them in seven books, according to divisions, and make them over to the examiners for despatch; they are put up in the packets addressed to the same

place

place from the General Post-office; ship-letters and packets are treated in the same way; remaining or returned letters are also passed through the forward-writers in like manner. I have nothing to do with postage chargeable on forward-letters, nor do I ever see them; the examiners, however, are expected to correct any mistakes in the postage of such letters, as they are in the case of letters received at the General Post-office.

106. What other books and registers are kept in your department besides those you have already mentioned?—An abstract of bearing-postage is prepared daily in the Accountant's Department, and the amount due on the contents of each day's packet is entered in the chellan of the succeeding day.

107. How do the receiving sirkars account for the postage on post-paid letters?—They send the amount of their daily collections with a chellan every evening into the treasury, where it is kept separately locked up in a chest under the charge of a military guard. Next day the accountant compares these chellans with the registers, and adjusts the account of each receiver; if there be any discrepancy, it is the business of the Accountant's Department to investigate the cause of it. The receivers are engaged every day in adjusting their accounts until 3 P. M., when the business of receipt again commences.

108. Have you any suggestion to make with a view to expedite the business of your department?—The principal cause of delay is the want of sufficient room. There are two halls, in which nearly 100 men are employed, and various processes are going on at the same time; two hours usually elapse between the closing of the office and the despatch of the mails. If there were sufficient room, and if the establishment were strengthened in the manner I have already mentioned, and if a better kind of scales were introduced, such as they have at the Mint, I think I could undertake to despatch the mails in the course of an hour from the time at which the office closes. If I were relieved from the duty of receiving service-letters in the evening, I could myself superintend and expedite the operations of the several branches of the establishment more effectually than at present, now that my attention is also occupied with other duty. The number of examiners likewise is not sufficient. On the whole, I think the following additional officers necessary to secure efficiency and despatch in this department:

One service receiver,
Two post-paid and bearing registers for divisions No. 5 and No. 6,
One assistant gazette register,
One service register,
Two examiners,
Two receivers,
One jemadar,
Two checkmen,

in all 12 additional hands, at a monthly cost of about *Rs.* 200. The business of despatch would be also greatly facilitated, without inconvenience to the public, if the receipt at the windows were closed at six o'clock instead of being kept open, as they are at present, until all the peons who are within the Post-office gates at six o'clock deliver their letters. In consequence of this arrangement, the receipt of letters frequently goes on at the windows until half-past six or quarter to seven.

109. How are the steam letters made over for despatch to the Inland Department?—On the arrival of the monthly steamer from Suez, the forward-letters are put by for next day's despatch, whether they be rightly directed or not. Early the next morning the directors attend to alter those addresses which are wrong. I always assist the superintendent in directing these letters. We generally take the newspapers, which are contained in from 10 to 14 boxes; after being sorted into divisions in the Steam Department, the covers are made over to the examiners of the Inland Department, and despatched with the mails. The examiners give a receipt for all letters received by them from the Steam Department.

110. How are the after-time fees distributed, and what do they usually amount to?—The fees are distributed in fixed proportions to all the officers who work after six o'clock P.M. in the Inland Despatch Department. The account is made up in the Accountant's Department. The after-letters are taken by one receiver in turns every day. The amount of after fees varies from *Rs.* 50 to *Rs.* 100 a month, and each man's share varies from 3 annas to *Rs.* 1. 8. a month.

111. How is the business of your department brought before the Postmaster-general?—The despatch book, and the expenditure book of cloth, &c. are laid daily before the Deputy Postmaster-general, and receive his signature. I also prepare a monthly abstract of attendance, which is inspected by the Deputy Postmaster-general. I also submit to the superintendent a monthly abstract of the work of my department, and I believe he lays it before the Postmaster-general. I also prepare an annual statement of the attendance of the whole establishment of the General Post-office, for the information of the Deputy Postmaster-general.

112. Do you make your reports direct to the Postmaster-general, or through the superintendent?—I make all reports on matters connected with my department direct to the Deputy Postmaster-general, unless I think the matter need not be carried so far, and then I mention it to the superintendent. The superintendent occasionally examines the books of the department to see that the work is regularly and properly performed, and, if he discovers mistakes or irregularities, he corrects them, or reports them to the Deputy Postmaster-general.

113. For what period are the registers and abstracts kept?—The registers are all destroyed after three years, but the monthly abstracts of work are kept and recorded.

App. (D.), No. — Evidence.

114. How are expresses despatched in your department?—Applications are made to the jemadar at the Post-office, who immediately comes to me with the printed forms of letters to be written to all the Postmasters in the line of road, the materials for making up the packet, the party sending the express, and the runner who is to take it; these may come at any time of the night. My residence is in Moorgyhutta-street, at about the distance of 1[illegible] minutes' walk from the General Post-office. I calculate the postage, and receive the payment; the packet is then made up by the jemadar and delivered to the runner. The charge for express postage is 4 annas a mile. All Government expresses brought at night are despatched by the Deputy Postmaster-general, and so are private expresses of a very urgent nature. The Deputy Postmaster-general resides in the premises. One or two expresses are generally sent during the month, and I never remember to have sent more than five in that time; they generally go to Bombay. The overland mail expresses are made up in the Steam Department, and despatched from thence. It would facilitate business in this department if I were provided with a table of routes to different places in India to which expresses are sent.

115. How is the receipt and delivery of letters posted in Calcutta for local delivery provided for?—They are received at the window from 10 A. M. to 6 P. M.; the receiver makes them over to the checkman, who delivers them to one of the forward-writers, by whom they are registered, and in whose presence they are stamped by one of the jemadars; the forward-writer then makes them over to the delivery clerk in the Import Letter Mail Department, by whom they are distributed to the peons. All letters of this kind received before 1 P. M. go out with the second delivery of that day; the remainder go out with the first delivery on the following morning. All letters for local delivery must be post-paid; letters of this kind posted at the receiving-houses must be sent to the General Post-office with the other letters, and are delivered next day. No franks are received for local delivery, except those of the Secretary to the Government of Bengal.

28th May 1850.

Shib Narain Doss.

116. WHAT situation do you hold?—I am head assistant in the Separate General Department of the Accountant's office.

117. What is your duty?—My duty is to prepare the adjustment of the Straits Settlements accounts, including those of the Post-office.

118. Then the receipts and disbursements of the Post-office in the Straits Settlements are not included in the General Post-office accounts of the Presidency?—No, they are included in the general statement of receipts and disbursements of the Straits Settlements.

119. What account of Post-office receipts and disbursements in the Straits is rendered to the Accountant's office?—The cash accounts of the Postmasters at Singapore, Penang and Malacca are rendered to the resident Councillors of those settlements, and incorporated in the general cash accounts of the settlements forwarded by the resident Councillors to the Presidency; the Post-office cash accounts are also submitted as vouchers of the general cash account.

120. What particulars do these Post-office cash accounts exhibit?—The Singapore account merely gives the amount of Indian and steam postage realised, and the gross amounts of establishment and contingent charges supported by audited bills. In the Malacca and Penang Post-offices, the number of letters upon which Indian postage is charged is also entered. There is no Post-office establishment at Malacca; the duties are discharged by the establishment of the resident Councillor, who is also Postmaster.

121. Do you check the Postmaster's accounts in any way?—No; we check our general accounts by the Postmaster's accounts; but we have no means of checking the receipts exhibited in the Postmaster's accounts; the charges are checked by the audited bills.

122. Then you have no means of knowing whether the full postage chargeable on letters despatched and received at those settlements is collected and brought to credit or not?—No; but I believe the steam-postage is checked by the Post-office in England.

123. Have not the orders issued by the Accountant to the Postmasters of Bengal, for their guidance in respect to steam-postage, been sent to the Postmasters in the Straits?—Not that I am aware of. The monthly memorandum of steam-postage received from the Bengal Postmasters is not submitted from the Post-offices in the Straits. But the Penang Postmaster furnishes a detail of the postage charged on the different kinds of letters, according to their destination.

124. I observe that in the general cash account of Singapore, the receipts on account of Indian postage are not credited monthly, but occasionally in large sums; how [illegible] explain this?—The collections accumulate in the hands of the Postmaster, and are credited quarterly. Thus the net collections of April, May and June 1849, amounting to *Rs.* 6,272. 3. 4. for steam-postage, and *Rs.* 1,650. 9. 10. for ship-postage, are credited in the general cash account for the month of September.

125. In the Singapore Post-office account of April 1849, the sum of *Rs.* [illegible],580. 9. 4. is entered as having been paid into the Government Treasury during the month; but it appears that the amount was not credited in the general cash account until the month of September; explain this?—I suppose the money remained in the Treasury, during the interval, [illegible] unexamined treasure.

126. But

126. But you cannot be certain that the money was in the Treasury at all during the interval?—No; I cannot be certain of it. App. (D.), No. 1. Evidence.

127. Does the same practice prevail at Penang and Malacca?—Yes; at Penang the cash balance appearing in the Post-office accounts for July and August 1848, is not credited in the general accounts until May 1849. In Malacca, the Post-office collections of one month are credited in the general cash accounts of the next.

28*th May* 1850.

Nilrutton Haldar.

128. Where do you reside, and what is your profession?—At Sobha bazar; I am dewan of the Board of Customs, Salt and Opium.

129. Where do you generally receive your letters?—As they are addressed, sometimes at my house, and sometimes at the office of the Board of Customs, Salt and Opium, in Bankshall-street.

130. Have you an extensive private correspondence?—Yes, both with natives and Europeans; and I receive letters both in Bengalee and English.

131. At what time of the day do you receive your letters?—The letters of the first delivery are generally delivered at my house about 12 o'clock, and those of the second delivery between 4 and 5 P.M.

132. Have you ever had occasion to complain of mistakes or delay in delivery?—No, never; I always get my letters regularly.

133. Does the delivery peon ever demand or receive from you any payment for the delivery of letters in excess of the authorized postage?—No; but once a year, at the Doorga Poojah, I make the peon a present, generally eight annas. I make a similar present to the peon who delivers letters at the Board's office.

134. Have you ever heard that the Post-office peons demand money for the delivery of letters?—I have heard that they do so. They would not dare do so from any influential or well-known person, but from poor people they demand a small payment, not more than one or two pice on each letter. I understand that persons who live outside the town of Calcutta, at places such as Chitpore, Pykepara and others, but within the General Post-office delivery, are required by the peons to pay something in excess of the postage. This is demanded on the plea of their having had to bring the letters a long way from the General Post-office, and is never refused. No one complains of it. It does not prevent people from writing, or from wishing to receive letters. A man who can afford one or two annas for a letter, does not care about paying one or two pice more as a gift to the peon.

135. Are the rates of postage considered heavy by the native community, and do you think they act in the way of preventing correspondence?—The rates of postage, for short distances, are considered very light, and people are not, in the least degree, prevented from writing by them; but to places as distant as Patna, and to the whole of the Upper Provinces, the cost of sending a letter becomes heavy, and correspondence is certainly checked by it. For instance, I have a brother at Benares, whose family is living with me; they would write to him every week if they could, but as the postage of a letter is six annas, they are precluded from writing oftener than once a month. I have another relation at Lucknow, with whom I correspond, but as the postage on a letter from Calcutta to Lucknow is eight annas, we can neither of us write as often as we wish. I have also friends at Mutthra, of whom the same may be said.

136. Are you aware whether there are now any private dawks by which letters are sent?—Yes; the Nawub Nazim of Moorshedabad has a dawk from Calcutta to Moorshedabad, which, I believe, goes daily, and is called the Nizamut dawk. The shroffs of the Burrabazar have also a dawk of their own to Mirzapoor and the Upper Provinces.

137. What advantage do these people derive from the employment of private dawks?—I cannot exactly say, but I believe they sometimes obtain information quicker than by the Government dawk; and they are said to have communications of a private nature, which they prefer sending by their own servants.

138. Are you in the habit of sending money by dawk?—Yes; I believe the Post-office is perfectly safe in this respect. A year ago I sent half a bank note for a pilgrim at Juggernath. The addressee had left Juggernath before the letter reached the place, and the letter was returned to the General Post-office. On application to the Postmaster-general, and on producing the other half of the note, it was restored to me. Many years ago, when the practice was to note the contents of a money letter on the envelope, robberies used to occur; and on one occasion I lost some bank notes, but now I hear no complaints of loss.

139. Do you generally send your letters post-paid, or bearing postage?—I generally send them post-paid; but letters with money in them I always send bearing, in order the better to secure its safe arrival.

140. Have you ever heard of letters being posted, and the postage paid on them, but never delivered?—I have heard that such a thing used to happen formerly, but not of late years.

141. What opinion is generally entertained of the Post-office by the native community

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—A very favourable opinion; they have full confidence in it, and believe that every letter posted will be conveyed in safety to its destination. I have heard that there are abuses in the Post-office which require correction, but the abuses, whatever they may be, are not such as are felt by the native community; and in fact I have never heard any complaints made by natives against any department of the Post-office.

29th *May* 1850.

Mr. *R. Deefholts.*

142. WHAT situation do you hold in the General Post-office?—I am superintendent of the Ship and Steam Department; my duty is to superintend the receipt and despatch of all mails by ship and steamers, as well as the Bombay overland Europe mail and expresses.

143. What is the process observed with respect to ship letters posted at the General Post-office?—There are two receivers at the General Post-office, who receive all ship, steamer and overland letters; and one of whom, when at leisure, assists in receiving the inland letters of No. 5 division after 5 P.M. The ship letters are received indifferently by both receivers, from 10 A.M. to 6 P.M. All ship letters and newspapers are either post-paid or service; none of them are received bearing postage. The receiver, on a letter being presented at the window, weighs it, and takes postage from the sender according to its weight, and grants a receipt; he also writes the amount of the postage on the back of the letter; he keeps the letters by him, sorting them into steamer and ship letters, and service letters, and at 3 P.M. he makes them over to the registers, entering in his book the number of covers, the amount of postage, and the name of the ship or steamer by which the letters are to be sent. After 3 P.M. he makes over to the registers the letters he receives from time to time in a similar manner. There are six registers in my department; one register keeps a book for post-paid ship letters, one for service covers, and the other four keep the steamer and overland registers among them. The service register book is for steamer and overland as well as for ship, service and free covers, except Government press gazettes. The register in charge of the post-paid ship letter book enters each letter or private newspaper either under the head of the ship by which they are directed to be sent, or, if no ship be named, then under the head of "first ship." Press newspapers are registered in the gross under the head of the station to which they are to be sent, and the Government press gazettes are similarly entered in the same book. The register, having registered the covers, makes them over to the checkman, who enters in his book the number of covers registered under each head, with the weight and postage, and the name of the ship or station, as the case may be. The checkman then gives the covers over to a peon, by whom they are stamped and delivered to the despatcher, who makes them up into packets for despatch. Those covers which are directed to go by the first ship, or by any vessel not ready to sail, the despatcher keeps by him in a box until the time for despatch arrives.

144. How is the ship postage accounted for by the receiver, and brought to credit?—The checkman prepares every morning an abstract of post-paid ship letters received during the previous day, showing the amount of postage chargeable on the same. This is compared with the check-book, and countersigned either by me or the despatcher, and is then taken to the accountant's office. The accountant compares the abstract with the register, and then enters the amount in his book. The receiver compares his account with the check-book, and makes over the amount of postage due from him to the treasurer.

145. What is the process with service covers?—They are registered in the service register book, and made over to the checkman, who enters them in his check-book, and gives them to be stamped to the peon, who then carries them to the despatcher.

146. At what time are ship letters made up for despatch?—Always after 6 P.M. The packets are despatched at a quarter before seven. If the vessel for which they are intended is above Kidderpore dock-yard, the mails are sent on board by a dawk boat, which is in readiness every evening to receive the mails at the police ghât. The manghy of the boat attends at the Post-office to receive the packets. If the ship is below the Kidderpore dock, the packets are made over to the Inland Department for despatch *viâ* Kedgeree.

147. You stated above that ship letters must always be post-paid; does that remark apply to inland postage chargeable on ship letters on account of distance travelled, after they arrive at their destination by sea?—No, such postage is not received at the General Post-office. All ship letters are sent bearing inland postage. Letters coming from the interior for despatch from Calcutta, either by steamer or ship, must always be post-paid as to inland and ship postage; but the payment of steam postage to England *viâ* Southampton is optional.

148. How is postage charged upon a letter coming to Calcutta by ship from the Straits, or by a Government steamer from Moulmein or Arrakan destined for an inland station?—Outward ship letter postage is charged at the port of despatch, and must be pre-paid; but the Calcutta inward ship postage and the inland postage is not received at the port of despatch. Ship letters intended for an inland Indian station must always be sent bearing both the inward ship postage of the port of destination, and also the inland postage from thence to the place to which they are addressed.

149. Then inland postage cannot by any possibility be charged at Moulmein, or at any of the Straits settlements?—No, not upon letters sent to the continent of India. There may

be inland postage for the conveyance of letters from one part of the Tenasserim Provinces to another, but of this I am not aware.

150. Are ship letters received at the General Post-office from the ports to the eastward, but intended for inland stations, made up into packets for those stations?—No, they are sent loose in the Calcutta packet, and are made forward letters, being transferred to the Inland Letter Mail Despatch Department.

151. Are ship and steam letters sent from Calcutta *viâ* Madras to inland stations in that Presidency made up into separate packets?—No, they are sent loose in the Madras packet.

152. How are ship letters posted in the interior disposed of in the General Post-office?—I have already stated, that upon such letters inland and outward ship postage must be pre-paid at the Post-office from which they are first despatched; they are made over by the Inland Letter Mail Receipt Department to the forward writers, by whom they are delivered to one of the registers of the Ship Letter Department. They are then entered in the inland register book, with the station from which they are sent, the date of despatch from thence, the address, destination, name of the vessel, weight and amount of postage paid. In this inland register book both ship and steam covers are entered. The register then makes over the letters to the peons, by whom they are stamped and delivered to the despatcher. The despatcher separates the steam from the ship letters, puts the former in a separate box kept for the purpose, and despatches the latter as above. I have nothing to do with the postage on inland ship letters; that is accounted for by the Postmasters of the stations where the letters are posted. The General Post-office has no check over their accounts.

153. How are letters received from sea in the Ship Department?—All packets and letters brought by ship, unless by mistake, are landed at Kedgeree, and are either brought up to town by the runners on the Kedgeree road, or, in the case of bulky packets, by the dawk boat. Letters and packets brought by Government steamers are generally brought up to town and delivered by one of the officers of the steamer at the General Post-office. Ship letters brought from Kedgeree by the runners are received first in the Inland Receipt Department, and from thence made over to my department. The Kedgeree packet contains the harbour letters and ship letters, as well as letters posted at Kedgeree. The packet is sometimes opened in the Inland Department, and sometimes in mine. Wherever the packet is opened, the letters belonging to that department are taken out, and the rest made over to the other. Packets brought up by the dawk boat are always delivered to me.

154. When the ship letters reach your department, through what process do they go?—They are first sorted into Calcutta and forward letters by the assistants. The Calcutta letters are then counted and made over to the peon to be stamped. After being stamped they are weighed by the check writers, and the ship postage (as well as inland postage on those landed at Kedgeree) marked upon them according to weight. They are then sorted alphabetically, according to their addresses, and made over to the registers. The registers then register them on separate sheets, which are afterwards filed, and which show the vessel, the place from whence the letters come, the date of arrival in Calcutta, the weight and the postage. The letters are then made over to one of the assistants to be checked and sorted according to weight. After sorting them, the assistant makes them over to the bearing moonshee, who takes an account of them, and gives them over to the delivery clerk of the Inland Receipt Department. All letters received by ship or Government steamer, except those on service, are bearing postage.

155. Is there any distinction made in the accounts between ship letter postage and inland postage payable from Kedgeree?—No; the whole is credited as ship letter postage without distinction.

156. Are any other letters received in your department besides those imported by sea?—Yes; ship letters received at Bombay and Madras, and in Ceylon, for this Presidency, are transferred by the Inland Letter Mail Receipt Department to mine; and the ship and inland postage on letters intended for Calcutta is charged in the same way as on ordinary ship letters, and credited in the accounts, without distinction, as ship postage.

157. Then, in point of fact, a considerable amount is annually credited in the accounts of the General Post-office as ship letter postage, which is actually due for inland conveyance?—Yes; that is the case.

158. How are the forward letters disposed of?—After the Calcutta letters have been disposed of, the directors direct the letters for the interior, and then they are weighed, stamped, sorted and alphabetically registered. The ultimate destination of these letters is entered in the register book, but the postage is not. The letters after registry are made over again to the check writers, who write the ship and inland postage upon each letter, sort them according to divisions, and make them over to the Despatch Department.

159. Do ship letters sent from the General Post-office *viâ* Bombay pass through your department?—No; they are received in the Letter Mail Despatch Department, and ship and inland postage is charged upon them by the receivers in that department. I believe all ship postage charged on such letters is credited in the accounts, without distinction, as inland postage.

160. How are steam letters and letters for the overland mail *viâ* Bombay received at the General Post-office?—They are taken at the window by the same receivers who receive ship letters. The receiver writes the amount of postage on the back of each letter, without distinction of inland and steam postage. He then enters the letters in his book, and makes them over for registration. There are seven register books for the steamers, and two for overland

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overland letters. There are also two separate register books for the overland express *viâ* Bombay. The steamer register books are as follow:

One for Madras, Ceylon, Aden and Bombay.
One for Penang, Singapore and Hong Kong.
One for pre-paid letters *viâ* Southampton.
One for Marseilles and Paris.
One for Suez, Alexandria, Malta and Gibraltar.
One for London *viâ* Southampton, bearing.
One for London *viâ* Marseilles.

The overland and express registers are:

One for London *viâ* Marseilles.
One for the Red Sea, in which the Marseilles and Paris letters are entered.

These registers contain the address, weight and amount of postage. In the case of the steamers, the steam postage only is entered; but in the case of overland mails, the inland and steam postage is entered without distinction.

The steamer letters are stamped after being registered; they are then checked and kept in a separate box till the day before the steamer starts. The overland letters are stamped before registration. After being registered they are checked and kept until the first day's despatch. They are then made up into separate packets for Suez, Alexandria, Malta, Gibraltar, Marseilles, Paris, and two packets for London (separating country from London letters), and made over to the Inland Despatch Department.

161. How is the inland postage on Europe letters *viâ* Bombay credited in account?—It is credited as inland postage separately from the steam postage.

162. How are the mails brought by the monthly steamer disposed of?—As soon as the steamer is announced, the vans are sent down to Garden Reach to receive the mails. The boxes are received in the only room appropriated to the department, and immediately opened, the London boxes *viâ* Marseilles first. All the letters in the London boxes *viâ* Marseilles are paid. They are therefore immediately sorted into Calcutta and forward, counted, stamped and made over to the delivery clerk for distribution to the peons. Then the Southampton boxes are opened. The box containing the bearing letters, which are now always separate from the post-paid, is made over to Mr. D'Souza who, with the assistance of other clerks, sorts the contents into Calcutta and forward, compares the former with the bill of bearing letters sent in the box from England, and makes them over to the jemadar in attendance. The jemadar, after stamping them, gives them to be weighed by the checkmen of the Despatch Department, who come to assist. The postage is then marked upon them by one of the assistants in Indian currency, at the rate of 8 annas for every shilling charged by the London Post-office, and they are then made over again to Mr. D'Souza, who sorts them according to amount of postage, and keeps a note of the number of letters bearing each rate of postage. The letters are then sorted alphabetically, registered, and then made over to one of the assistants, who checks all the bearing steam letters. He then makes the letters over to the bearing moonshee, who, after taking a note of them according to the rates of postage, makes them over to the delivery clerk for distribution to the peons; after the bearing letters are distributed, the moonshee again takes an account of the number of bearing letters in the hands of each peon, in order to make him accountable for the postage. These separate accounts he compares with the account he received from the check-writer. The other boxes are then opened and sorted into Calcutta and forward, and the Calcutta letters, being again subdivided into post-paid and bearing, go through the same process as above. Bearing letters given to the delivery clerks, but found by them to be forward letters, are returned by them to the moonshee, who gets them properly directed by the director, and has them entered in a separate book. A separate account is kept of the contents of each box.

163. How long does it usually take from the time at which the steamer mails arrive at the Post-office to the time when the delivery commences?—From six to seven hours.

30th May 1850.

164. WHAT is the cause of this delay?—There are generally from 40 to 50 boxes of all descriptions; and, although I am assisted by most of the officers of the other departments, it is impossible to get through the work quicker. With more delivery clerks and more peons, the business would be more expeditiously done. The delivery continues sometimes for an hour after all the other business is concluded. A great deal of time is lost in comparing the bearing letters and taking an account of them; time is also lost in sorting the letters into Calcutta and forward, and two more hands are required for that department of the work. Moreover, it generally happens that the steamers come in late in the afternoon, when the establishment have been working all day and are fatigued. But the chief reason of delay is the confined space in which the operations of the Steam Department are carried on, and the difficulty of keeping order and method while so many different operations are going on at the same time in one room. When, as sometimes happens, the steamer

arrives just at the time when the mails are being made up for the outward steamer, the confusion is excessive, and it becomes very difficult to get through the business. I have known the delivery of the mails delayed from two to three hours by this cause.

165. Are those letters which are first sorted first delivered, or are they all delivered together?—They are all delivered together, and the post-paid letters, though ready much sooner, are not delivered until all the bearing covers are also in the hands of the peons. There are exceptions to this rule, as all letters addressed to the members of Government are sent out, immediately after sorting, by office peons.

166. How are the mails brought by Bombay overland disposed of?—The packets are made over to me from the Inland Department, and are then disposed of exactly in the same manner as letters by the steamer.

167. How are the forward letters by steamer and overland mail disposed of?—They are put by until the whole of the Calcutta letters are out of hand. In the case of a steamer, the forward letters are not disposed of until the following day; but in the case of a Bombay overland mail, if it be comparatively light and arrives early in the day, the forward letters are despatched by the inland dawk of the same evening. They are all necessarily bearing inland postage. The covers on which steam postage has been paid are first directed, then stamped, then weighed, then sorted alphabetically, and given to the registers. The registers enter on loose leaves, afterwards filed, the station, address and weight of each cover, and the inland postage chargeable on each is then marked on each cover by the checkmen, aided by assistants from the Inland Department. They are then sorted according to divisions, and made over to the Inland Department. The letters bearing steam postage, after being directed, are stamped and weighed, and the postage in Indian currency, at the rate of eight annas for every shilling, as well as the inland postage, is marked on the back of each letter. They are then registered according to station, address and weight, and sorted into divisions. With the letters for each station are then put up steam bills for the Southampton, Red Sea, and British packet postage, showing the amount of steam postage due under each head. They are then made over to Mr. D'Souza, who is charged with preparing the steam accounts, and he enters them in separate books according to the port from which they have come. Thus there is one register for letters from Southampton, one for the Red Sea, one for loose letters brought by the mail agent, and separate registers for Aden and each of the ports in Asia. The letters are then tied up in bundles, and made over to the Inland Department for despatch.

168. What description of accounts does Mr. D'Souza keep?—He keeps no other accounts than the registers already referred to. Extracts of these are sent with the monthly cash account to the accountant, and also to the Postmasters-general of the North-West Provinces, Madras and Bombay; and a quarterly account of steam postage due to Her Majesty's Government on letters received and despatched is also sent to the Postmaster-general of the United Kingdom, and a copy of this account is furnished to the accountant to the Government of Bengal.

169. How is postage levied on letters sent from Moulmein to Calcutta for despatch by steamer?—Both outward and inward ship letter postage is paid at Moulmein.

170. What rate of bounty money is paid on ship letters?—One anna on all covers received, and this is paid as well to the commanders of private ships as to those of the Government steamers. Half an anna is paid for transferred letters.

171. A certain rate of postage is credited by the London General Post-office to Calcutta on account of letters sent to and from places beyond India; under what head is this credited in the Indian accounts?—I cannot tell; I do not even know if it be credited at all in the general accounts of the Bengal Post-office.

172. The steam postage entries in the General Post-office monthly cash account are supported by 32 vouchers, representing different kinds of steam postage, furnished from your department?—They are; the same number of vouchers is furnished every month.

173. Are you in any way answerable for the collection of steam postage?—No; I only make out in the register the amount recoverable from the peons to whom the letters are delivered; this is compared with the moonshee's account, and taken first to the Deputy Postmaster-general for his signature, and then to the Accountant's Department. A note of the amount is taken in the Accountant's Department, and the register is then returned to me, countersigned by the accountant. The same course is pursued in regard to the postage recoverable on all ship and steam letters delivered in Calcutta.

174. What becomes of letters of which the peons cannot find the addressees?—They are entered in a separate book, and either re-directed and forwarded to another destination, or made remaining, and transferred to the Dead-letter Department.

1st June 1850.

Mr. W. Twemlow.

175. You are accountant in the General Post-office?—I am; I have held the appointment for about five years; previous to that, I was head clerk in the collector's office at Burdwan.

176. What books do you keep in your department?—The first is the check-book; it shows

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shows the amount received each day on account of postage of every kind, including receipts for dawk bearers. This book only shows the actual cash receipts of each day under the several heads, without reference to what is due. Payments on account of security deposits of peons, fines and some other items are shown in a separate account. This book shows nothing but receipts on account of all kinds of postage payments, independent of the demand.

177. Are payments entered in this book on the very day in which they are made at the General Post-office?—The payments made to the receivers on one day are not accounted for by them to the treasurer until the following day, but they are entered in the book on the following day as the payments of the very day on which they were made, although not received by the treasurer until the next morning. The money taken by the receivers each day is placed in the treasury in the evening in a separate box, but it is not accounted for until the next morning. All the payments made into the General Post-office are checked and compared item by item with the registers and other documents, except those on account of bearing postage collected by the peons, of which only a gross account is kept.

178. How do you check the receivers' accounts?—An abstract of the registers of each division is made in my office, showing the amount of postage due on post-paid letters received at each of the seven windows on the previous day. The totals of these abstracts are compared with the amount brought by each receiver. When the amount shown by the abstract as due on account of the letters received on the previous day does not agree with the amount entered in the receiver's chellan, then, if the amount due be more than the receiver has paid into the treasury, he is obliged to make good the difference, but if he has paid more than the amount shown by the abstract, the difference is credited to Government under the head of surplus. Surplus payments are entered in the check-book in a memorandum in red ink. But before the receiver's account is finally adjusted each day, the registers are also compared with the general despatch papers, and in this way mistakes are sometimes discovered. The abstract, after being prepared by a clerk in my department, is compared with the entries in the check-book and attested by me, and is also attested by the Postmaster-general. The check-book is also submitted daily to the Postmaster-general, and signed by him, or in his absence by the Deputy Postmaster-general, or in the absence of both by the superintendent. There are seven separate abstracts prepared, one for each window, and a general abstract of the whole is entered at the foot of No. 7. The amount of postage due daily on letters posted for Calcutta delivery is entered in a separate register, the items of which are added up daily by a clerk in my department, and the total compared in like manner with the account rendered by the receiver. The same process is observed in regard to the postage paid on account of newspapers. A separate book is also kept of after-letters, and the postage accounted for in the same way. The fees on country letters late posted are not brought into the account.

179. How do you check the receipts of ship and steam postage?—The letters received in the ship and steam department from beyond sea, whether landed at Calcutta, or landed at any other sea-port in India and forwarded from thence to Calcutta, are entered in separate lists by the officers of the Ship and Steam Department. These lists are paged, and they are also attested by the Deputy Postmaster-general, and an abstract of each page is prepared and entered in red ink at the foot by the assistants in that department. In the case of ship letters, a total of the postage due on account of each day's mail on letters deliverable in Calcutta is entered at the end of each day's list, and signed both by Mr. Deefholts and the Deputy Postmaster-general. The total is then transferred to a book in my department, called an abstract of bearing postage, and the peons are accountable for the gross amount. In the case of overland letters, the whole amount of postage due both on Calcutta and forward letters is entered in the list. I only enter the amount due on Calcutta letters in my abstract of bearing postage, but the gross amount is entered in the cash account, and a deduction made for forward letters.

180. But how are the receipts taken at the General Post-office for export ship and steam letters accounted for?—An abstract of each day's receipts is made up in the Steam and Ship Letter Department, and I compare the totals with the amount paid by the receiver, in the same way as in the case of inland postage.

181. How are the daily receipts at the receiving-houses accounted for?—Six abstract registers, corresponding with the number of houses, are compiled in the Inland Despatch Department from the lists furnished daily from the receiving-houses, and the totals of this abstract are compared in that department with the amount sent in by the moonshee of each receiving-house. The total amount received each day is then entered at the foot of one of the abstracts, and this amount I transfer to my cash-book. I have no check over the accuracy of this amount.

182. How are the receipts on account of banghy express and remaining letters accounted for?—The postage received for express and remaining letters is accounted for to me by the officers of the Despatch and Dead-letter Departments. I enter the amount rendered by them in my cash account, but I am not responsible for its correctness. In regard to banghy receipts, I merely enter the total amount of the items shown in the banghy register. The amount due on bearing banghy parcels is mixed up with the bearing postage on letters, and recovered through the peons.

183. In the register accounts of the Ship and Steam Department, the inland postage is charged on letters forwarded from other ports, together with the ship or steam postage, as the case may be, no distinction being made in the kind of postage charged. On such letters are you enabled to state from your accounts how much ship or steam, and how much inland

postage is charged?—No; the whole of the postage charged on ship and steam letters is entered in my abstract in the gross, without distinction. But when the cash account comes to be prepared at the end of the month, Mr. Deefholts furnishes me with a statement, showing the amount of steam postage due on steam letters, and of inland postage due on steam letters; but all postage on ship letters, whether ship postage properly so called, or inland postage, is entered in the cash account as ship postage, without distinction. Such at least is the inference I draw from the circumstance that no inland postage on letters received in the Ship and Steam Department is ever separately accounted for, except on steam letters sent overland from Bombay.

184. In the chellan of the 1st October 1849, certain letters are entered as having been imported by ship from Mauritius *viâ* Colombo, and forwarded to Calcutta by dawk. The postage charged on most of these letters is one rupee, that is, two annas for inward ship postage, and 14 annas for inland postage. In crediting these sums is any distinction made between inland and ship postage in your accounts?—No; the whole is entered as ship postage.

185. You stated above that the postage due on banghy bearing parcels received for delivery at the General Post-office is entered separately each day in the abstract book, but that the collection of the postage is made in the gross, through the peons, together with the postage on bearing letters. What means have you of knowing how much bearing postage is realized on account of banghy parcels, and how much on account of letters?—I have no means of knowing this. The only distinction in the peons' accounts is between Europe and country letters, banghy parcels being included in the latter. In the memorandum of bearing postage prepared every month, as the amount of banghy bearing postage is very much less than the amount of letter bearing postage, it is always assumed that the whole of the banghy postage has been realized, and that the balance due is on account of letters, though in reality it may be due partly for banghy parcels also. It would not be practicable to separate the realizations of banghy and letter postage unless the peons kept accounts, or unless there were separate peons and moonshees for the Banghy Department.

186. Besides what is called a check-book, but which is really a daily book of postage received, what record do you keep of other receipts?—The other kinds of receipts are deposits of peons on account of security, fees for late steamer letters, fines, penalties, surplus receipts, payments for service dawk bearers, and other miscellaneous receipts. I have no books showing a record of peons' deposits; they are received by the treasurer, and entered in his daily cash account, which is rendered to my department. Of fines, fees, remittances and surplus receipts, I have a record by which I check the correctness of the treasurer's cash account. The record of surplus fees is, as I have already explained, a memorandum in the margin of the check-book.

187. What other books do you keep?—A General Post-office cash abstract, which is little more than a transcript of the check-book, and which, in my opinion, is unnecessary. There is another abstract, showing the very same information in columns, for the purpose of ascertaining the total amount at the end of the month. This is the most useful account of the three, and if the abstract list of the registers were kept up, the other two might be dispensed with without any disadvantage. The next account is another abstract cash account, also in columns, but showing, in addition to the receipts exhibited in the previous statement all the receipts of the General Post-office of every kind, except transfers. If this statement were kept up, all of the three former might be dispensed with. All these four statements show actual receipts, and one of them the entire actual receipts of the General Post-office. The daily cash account, from which the last-mentioned statement is compiled, is made up in the Treasurer's Department, and furnished to me daily. I then compare the items of postage receipt with the check-book and other abstracts prepared in my department, and compile the full abstract of all the receipts of the office.

188. Would it not be quite sufficient for all purposes of check if this full abstract were prepared in the first instance in your department, as far as the information in your possession enabled you to do so, and then to fill up the remaining columns from the daily cash account? —So far as five years' experience enables me to judge, I believe that by adopting this practice, and dispensing with the check-book and the other two abstracts, the check now exercised by my department over the receipts of the office would in no degree be impaired; but as these books were considered necessary by a Committee appointed about the year 1816, and have been in use ever since 1820, the reasons which led to their introduction ought to be examined before the books are discontinued. For my own part, I see no use in them, and believe that this part of the record of my department might be confined to the single abstract above referred to.

189. Be so good as to explain particularly the entries in your monthly cash account rendered to the accountant to the Government of Bengal for the month of October 1849?—The first items in the account, after the cash and inefficient balance of the previous month, are a credit of *Rs.* 4,095. 1. on account of bearing letters, and *Rs.* 360. 13. on account of bearing banghy parcels received; making in all, *Rs.* 4,455. 14.; this does not agree with the abstract daily cash account, which gives a total of *Rs.* 4,327. 6. 6.; the reason of this discrepancy is, that in the monthly cash account the entries are of postage due, while in the daily cash account the entries represent the sums actually collected. The difference is explained in the memorandum of bearing postage appended to the monthly cash account. In the month of October 1849, the registers show the amount of bearing postage due on country letters to be *Rs.* 4,270. 10. 6., and on banghy parcels, *Rs.* 372. 3., making in all, *Rs.* 4,642. 13. 6.; from this is deducted the postage due on forward and remaining letters and

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and parcels, amounting to *Rs.* 186. 15. 6., and there remains *Rs.* 4,455. 14. The amount of bearing postage uncollected is held in inefficient balance. Thus, in October 1849, the amount outstanding at the end of the previous month was *Rs.* 653. 7. 8.; to this must be added, *Rs.* 4,455. 14. due for the current month; making a total of *Rs.* 5,109. 5. 8.; from this, if the actual collections, amounting to *Rs.* 4,327. 6. 6. be deducted, there remains *Rs.* 781. 14. 9., which is the sum held in inefficient balance on account of country bearing postage at the end of October.

190. Then, in point of fact, the entries of bearing postage in the monthly cash account are not cash entries, but a mere demand, which may or may not be collected during the month; and the amount entered in the inefficient balance is really an unrealized balance which has been credited in the cash account as a receipt?—Yes.

191. You are aware that a different system prevails in the preparation of the cash accounts of the Mofussil Post-offices?—I am.

192. When was this practice introduced into the General Post-office, and what object is supposed to be gained by it?—It was introduced long before I took charge of the department, and the object of introducing it, as far as I know, was to afford greater security against embezzlement. There is an old Government order on the subject, but I have some doubts whether the intention of Government in that order was really such as it has been taken to be.

193. In your opinion, does the system of crediting the gross postage in the body of the cash account afford any greater security than if the same amount were entered in the memorandum of bearing postage, and the outstanding balance accounted for there?—No, it does not; the security would be exactly the same in either case.

194. Would it not be much more convenient if the entries in your monthly cash account corresponded with those in your daily books?—Certainly it would.

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195. What is the next entry in your account?—A credit of *Rs.* 6,073. 6. 6. on account of inland postage of country letters despatched. This item,* added to the subsequent items of postage on Europe letters despatched by steam, corresponds exactly with the entry in the abstract daily cash account, under the head of post-paid letters despatched.

The next credit entry in the monthly cash account is *Rs.* 329. 10. for post-paid gazettes, corresponding with the entry in the daily abstract; all the other items of credit in the account, except those which are nominal or mere transfers, correspond with the entries in the daily abstract, except those coming under the head of bearing postage on ship and steam letters received. The entries under this head, as in the case of bearing postage on inland letters, already explained, do not represent actual realizations, but the entire amount due, the amount uncollected being held in inefficient balance. Thus, the total amount due on ship and steam letters received in October 1849, after deducting on account of remaining and forward letters, was *Rs.* 4,556. 11. 6., and the amount due for the preceding month, but unrealized at the end of it, was *Rs.* 782. 10. 9., making a total demand for the month of *Rs.* 5,339. 6. 3.; from this, if the actual realizations, amounting to *Rs.* 4,139. 14., as per abstract, be deducted, there remains *Rs.* 1,199. 8. 3., which is the amount held in inefficient balance at the end of October on account of steam and ship letters.

Rs.	*a.*	*p.*
4,720	14	9
164	3	3
4,556	11	6

196. You have already stated, that you are not aware that any advantage is gained in the case of country bearing letters by this mode of keeping the account; is there any special reason for adhering to the practice as respects ship and steam letters?—None that I am aware of; it may be, that the accountant to the Government requires the amount of gross postage due on steam letters to be entered in the body of the monthly cash account, in order that he may know what sums to remit to Her Majesty's Government, and it is under instructions from the accountant to Government that the entries are so made.

197. But would not this object be answered equally by showing the gross amount in a memorandum attached to the cash account, in the same way as it is done in Mofussil offices?—Undoubtedly; a memorandum of that kind would show the gross amount of postage due on ship and steam letters received during the month; but I am not prepared to say that the practice of entering the gross amount in a memorandum, and only the actual collections in the body of the cash account, would afford a greater degree of security against misappropriation than the present system.

198. But

	Rs.	*a.*	*p.*
* Inland postage on country letters	6,073	6	6
Ditto on Red Sea and South	285	11	–
Steam postage on Europe letters	121	–	–
Ditto on foreign letters	245	–	9
Ditto on Europe, per steam	388	6	3
British packet postage	192	–	9
	Rs. 7,485	[illegible]	[illegible]

198. But it would not afford a less degree of security?—No; the degree of security would be the same in either case.

199. Has any correspondence passed between the accountant to Government and the Postmaster-general, regarding this system of keeping the monthly cash account?—Yes; about two or three years ago the accountant proposed that we should show a separate memorandum of Europe letters at the foot of our cash account; but an answer was returned, that this could not be done, for reasons stated in the correspondence.

200. Do you remember what those reasons were?—Yes; we have no means of obtaining from the peons satisfactory accounts of the different kinds of letters on which the bearing postage brought to account daily is collected, and consequently I could not confidently state how much bearing postage had been collected during the month on Europe letters, how much on inland country letters, and how much on ship letters. The gross amount of bearing postage brought to credit in each month is, I have no doubt, correct; but I have no confidence in the details furnished by the peons to the treasurer when making their daily payments, as they frequently make mistakes. Besides, in the accounts rendered by the peons to the treasurer, no distinction is made between ship and steam letter postage, so that there are no means whatever of knowing how much is paid on account of one, and how much on account of the other. The only kind of memorandum of bearing postage I could prepare would be one of steam and ship postage combined, and even then I should have no security beyond the peons' statements, furnished to the treasurer's podar, that the realizations did not include postage on inland letters, or that bearing postage collected on ship letters had not been paid in as postage on inland letters.

201. Can you suggest any means of securing accuracy in the accounts in this respect, and of bringing all realizations of bearing postage to credit under their proper heads?—The only way would be to make the peons keep a separate account of each kind of bearing letter, and of each kind of postage due upon them, and even then I should have no confidence on the accuracy of the peons' statements.

202. Would it not be possible to make the peons keep accounts of the bearing letters delivered to them, showing the different kinds of postage due upon such letters, so as to make it an easy matter to check their daily collections, and enter the amounts under their proper heads?—Some time ago I made a proposition of this kind to the Postmaster-general, who referred it to the heads of the other departments of the General Post-office for report, and they objected to it on the grounds that the delivery would be greatly retarded by such an arrangement; and also, I think, that the peons, being illiterate, would be unable to keep such complicated accounts as would be necessary.

203. Then I am to understand, that the accountant to the Government has no means of ascertaining, from the accounts rendered to him by the General Post-office, how much of the gross bearing postage due on Europe steam letters is actually collected, apart from the general collections of bearing postage on all kinds of letters?—No, he has not; he can only tell the amount of bearing postage due on Europe letters; he cannot tell how much of the bearing postage collected during the month is on account of steam postage.

204. Are any accounts rendered to the London General Post-office from your department?—No; they are rendered by Mr. Deefholts. The accounts rendered from that department show the steam postage due for the whole of the Presidency, whereas my accounts show only the amount due for letters deliverable in Calcutta; I should rather say, that a deduction of the steam postage due on letters for the Mofussil is made in the monthly cash account of the General Post-office, and only the amount due on account of Calcutta letters is credited. I am furnished every month by the Ship and Steam Department with vouchers, showing the different kinds of steam postage due on letters deliverable in Calcutta, and according to these vouchers I make the several entries in my account.

205. In the monthly abstract of receipts is a column headed "Inefficient balance," exhibiting for the month of October 1849 items amounting to *Rs.* 69. 10.; but there is no corresponding entry in the monthly cash account; explain this?—These are items of advance previously made, either on account of other offices, or for temporary purposes, and are mere transfers from inefficient balance to cash. The items appear in the inefficient balance until they are adjusted, and then they disappear.

206. On comparing the treasurer's daily cash account for the 30th September 1849 with the monthly cash account for October 1849, I observe, that though the cash balance agrees, there is a considerable difference between the inefficient balance shown in the two accounts, the former showing *Rs.* 2,570. 13. 6., and the latter, *Rs.* 7,324. 12. 11.; explain this?—The daily cash account is merely a record between the treasurer and the Postmaster-general, and the treasurer does not hold himself responsible for sums paid under the authority of the Postmaster-general, and therefore does not hold them in his inefficient balance, though they have not been audited; but the Postmaster-general cannot charge these sums in his monthly cash account without audit, and they are accordingly kept in his inefficient balance. The difference between the amount of inefficient balance in the two accounts represents the unaudited contingent charges of September 1849, and previous months.

207. The postage nominally charged on service and free covers during the month is entered in the body of the monthly cash account on both sides?—It is; it might perhaps appear more conveniently in the shape of a memorandum at the foot; this, I believe, is the practice in the Mofussil Post-office accounts.

208. Does the General Post-office exercise any check or control over the accounts of the Mofussil Post-offices?—None at all; the orders of Government are, that the accounts of Mofussil Post-offices should go direct to the accountant to Government; but a monthly abstract

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abstract memorandum of receipts and disbursements is submitted from each Mofussil Post-office for the Postmaster-general's information. This memorandum is not used for purposes of account, but merely to give the Postmaster-general a general idea of the transactions of each office. These returns come to my department; I file them, and enter them in a book. An attempt was made many years ago to check the accounts of the Mofussil Post-offices with each other, but it was abandoned as a failure.

209. Mr. Deefholts has stated (No. 159), that on ship letters going from the General Post-office *viâ* Bombay, or any other port, inland and outward ship postage is charged, but the whole amount is credited to inland postage without distinction; would it not be practicable to separate the two postages in account?—No distinction can be made so long as such letters are received in the Inland Department, as they have no establishment for the purpose; but such letters ought, in my opinion, to be received in the Ship and Steam Department, just as ship letters coming to Calcutta through other ports pass through that department. The inland and ship postage due upon them might then be charged in account separately.

210. Does the amount credited to Bengal by the London General Post-office, on account of steamer letters sent to and from places beyond India, appear in the accounts of the General Post-office?—No, it does not; the duty of remitting steam postage to England rests entirely with the accountant to Government. There has been some correspondence on the subject between the Postmaster-general and the accountant.

211. You stated above, that the amount credited in the monthly cash account as postage on post-paid letters corresponds exactly with the amount entered in the daily abstract; do you wish to qualify that statement?—The statement itself is correct; but the amount entered both in the abstract and in the cash account of October 1849 is not the amount actually received, but the amount due on letters posted during the month. A part of the amount due, viz., *Rs.* 349. 7. 6., is not actually paid, and is held in inefficient balance, being postage due from the proprietor of the Hurkaru Press for letters posted during the month, which he is allowed to pay in arrears. The privilege is not enjoyed by any other person.

212. Explain the system of agency cheques?—The superintendent will be better able to explain this than I; it is in his hands. The cheques are only taken to cover bearing postage.

4th June 1850.

Pestonjee Dhunjeebhoy, Esq.

213. You are a member of the firm of Dossabhoy Framjee, Cama & Co.?—I am; that is the name of the Calcutta firm. The name of our corresponding Bombay firm is Bomanjee Framjee, Cama & Co.; there is also a corresponding firm in China.

214. You are engaged chiefly in the opium trade?—We are, and we correspond chiefly on our business with Bombay and China.

215. Can you give me any idea of the extent of your correspondence with Bombay?—Every day in the year we write, on an average, two letters to Bombay, and receive rather a larger number. Our average postage account is from *Rs.* 30 to *Rs.* 50 every month. All the letters I have to send to Bombay we enclose in our letters to our correspondents. Were we to send each letter separately, the postage would be much heavier. Sometimes, when news from China arrives affecting the price of opium, or on an opium sale day, we have to write circulars to various parties in Bombay; these we lithograph on slips of thin paper, and send them under cover to our correspondents, by whom they are distributed. We sometimes send as many as 50 or 100 of these slips in one letter.

216. Does the present rate of postage to Bombay prevent you from corresponding as freely as you would if it was lower?—We have no objection to the rate of postage on quarter tolah letters, but it would be a great accommodation to us if there were one or more intermediate weights between a quarter tolah and one tolah, on which a proportionate charge would be made. At present, if a letter weighs the least above a quarter tolah, it is charged as one tolah, and this leads to the doubling up of letters, so as to avoid the payment of postage. If there were separate rates for a quarter tolah, a half tolah, a three-quarter tolah, and one tolah, and after that an additional rate for each quarter tolah, the system of enclosing letters, which now prevails to a great extent, would be much diminished.

217. If the postage of letters to Bombay were reduced to one anna, or to anything considerably less than at present, do you think the number of letters would increase?—Yes, I have no doubt it would; if each letter were to be charged one anna for a quarter tolah, we should certainly send all our letters separately, and should not think of enclosing them to our correspondents. The number of letters would also greatly increase. A reduction to two annas a quarter tolah would also, I feel assured, greatly increase the present amount of correspondence.

218. Do you usually send your letters and newspapers bearing or post-paid?—Always post-paid.

219. Do you think the public would object to pay postage in advance?—I myself should have no objection, as I always pay postage now in advance, and I am of opinion that no one would object to a compulsory pre-payment, especially if it were accompanied by a reduction in the rates of postage.

220. How many mercantile houses are there in Calcutta who keep up a regular correspondence

respondence with Bombay?—There are about nine Bombay houses in Calcutta; but besides these, all the Marwarree Shroffs of the Burra Bazar have a correspondence with Bombay, and also some of the European and Jew firms.

221. Do you think that the public would have any objection to use stamps for the payment of postage, such as they have in England?—I do not think that the people would object to it, provided it were properly explained to them by proclamation, and by the circulation of printed papers in the native languages, showing the nature of the change, and the advantages to be expected from it.

222. Where is your residence, and how far is it from the General Post-office?—Our residence is in Doomtollah-street, about a furlong from the General Post-office.

223. At what o'clock do you usually receive your letters?—At about 10 A.M.; my servants attend at the General Post-office, and receive delivery from the peon there.

224. Have you ever heard of delay on the part of the peons to deliver letters?—Yes, I hear complaints; the Burra Bazar people complain, that in consequence of the peons having to collect bearing postage as they deliver the letters, the morning delivery does not take place in that quarter until 12 o'clock. The number of delivery peons is insufficient.

225. Do you ever hear of the peons extorting money from parties to whom they deliver letters?—I never heard of the peons extorting money by force, but I believe they receive presents from parties to whom they deliver letters. Those who give them presents do it willingly, in the expectation that they will get their letters sooner. If the usual present be not given, the peons will not hurry themselves to deliver the letters. We send for our letters to the General Post-office, and therefore do not give the delivery peon anything more than an occasional present of one or two rupees on holidays.

226. Have you any complaint to make regarding the hours of delivery and receipt at the General Post-office?—It would be a very great convenience to us if the morning delivery took place at 9 A.M. instead of 10 A.M., and if all letters received at the General Post-office before 4 P.M. were delivered on the same day. On Sundays also great inconvenience is felt, in consequence of there being no second delivery, especially on the days preceding the opium sales, which are almost always held on Mondays. The merchants are very desirous that on such Sundays at least, the packets received before 4 P.M. should be delivered the same day, and they also wish, that on opium sale days, there should be a special delivery of the Bombay dawk at 8 A.M. On the arrival of ships from China, Singapore and Penang, if the mails reach the Post-office on Sunday before 4 P.M., it would be a great accommodation to the mercantile community if the letters were delivered the same afternoon. The only alteration in the present plan of receipt which I have to propose is, that on opium sale days letters should be received at the General Post-office up to 7 P.M. without payment of any fine.

227. Are you aware whether there are any private dawks in existence in India?—I believe there are native dawks in the states of Rajpootana; but I am not aware of the existence of any such dawks in this Presidency, or in any of the East India Company's territories; but I will make inquiries on this subject.

228. Have you ever lost any letters sent by post, or have you ever heard other parties complaining of their letters not arriving?—We have never lost a single letter, and I have full confidence that every letter I put into the post will reach its destination. I have never heard any complaints from other parties that letters sent by dawk have not been received.

229. Do you ever send or receive private expresses?—I sometimes receive them from Bombay; they generally arrive from 24 to 30 hours before the regular dawk. My only complaint regarding private expresses is, that immediately one arrives at the General Post-office it is known to every body, and the object of sending the express is thereby in a great measure frustrated. The arrival of expresses at the General Post-office ought to be kept strictly secret. I have heard Ramjee Hurruckchund, one of the Bombay opium merchants, say, that on one occasion a private express which he sent from hence to Ajmere, or some place in that direction, through the Post-office, arrived at its destination a few hours after the ordinary post, and that this happened to him on two occasions. He applied to the Postmaster-general for a refund of the express postage, and obtained it in both cases.

4th June 1850.

Baboo Ram Anund.

230. You are gomashta and manager of the house of Tarachund Guneshum Doss, Shroffs?—I am. The principal firm is Tarachund Goorsamul at Ramgurh in Jyepoor. The Calcutta corresponding house is Tarachund Gunsham Doss, and at Bombay there is another corresponding house of Tarachund Seeta Ram. We have also corresponding houses at Benares, Mirzapoor, Delhi, Agra, Muttra, Rutlam, Indore, Mundlesir, Amritser, Jullundur and Jyepore. Our principal business is in bullion, bills of exchange, shawls and opium. We have also dealings in piece goods, and we do a large business in marine, river and land insurance.

231. What is the extent of the correspondence of the Calcutta house?—We never send less than five letters a day, and frequently many more. We used also to send a large number of banghy parcels, but since we lost some gold from a parcel sent by banghy, we have

App. (D.), No. 1. Evidence.* have ceased to send valuables by that mode of conveyance. Up to 1848 we used to pay more than *Rs.* 1,000 a year in banghy postage, and other houses did the same, but for the last year we have ceased employing the banghy altogether. If there were any proper security that parcels sent by the banghy would arrive safely, I should employ it again as largely as ever. All my letters are sent bearing, but I pay about *Rs.* 25 a month on bearing letters received by me in Calcutta. All the bullion I now have to send up the country I send by the river steamers. If the banghy were secure, I should prefer that mode of conveyance, even though the charge were much higher than it is.

232. If the rates of postage were lower, would your correspondence increase?—At present our practice is to enclose all letters for the Upper Provinces in a letter to our correspondents at Benares. By this means a considerable amount of postage is saved. It would not be worth while to do this if the postage were reduced to one or two annas for a quarter tolah.

233. Under what circumstances was the parcel robbed to which you allude?—About 11 months ago I sent by the banghy dawk to Benares a parcel about ten inches long by five inches wide and deep. In this parcel were gold leaves weighing Sicca weight 101. 2. The gold was folded up in cloth, and then in a quantity of straw. The whole was then sewn up in canvas and pitched. Outside the pitch was a cover of white cloth sealed with 17 seals; I got a receipt from the General Post-office. On the arrival of the parcel at Benares, the gunny bag in which it was wrapped and sealed at the General Post-office was uninjured; but when the parcel was taken out, the seals were found broken, and the Postmaster sent it immediately by a peon to our correspondents' office; they refused to receive it, and it was accordingly returned to Calcutta: on its arrival here, the Postmaster-general sent for me, and asked me if the parcel was mine; I answered that the parcel was mine, but that the seals had been broken; the parcel was then opened, and the Postmaster-general himself took out two pieces of lead from the place in which I had put the gold; the weight of the lead was a little less than the weight of the gold I sent. I applied for some time for reimbursement for my loss, but without success. The very same day a parcel sent by Hursamul Ramchund, containing gold leaf and bars, was also opened and robbed in the same way. From 1838 up to that time I continually sent packages by banghy, but since that, I have entirely ceased doing so. In my opinion the robbery was committed at the General Post-office before the despatch of the dawk. I went there repeatedly on this occasion, and saw that the business of the Banghy Department was not conducted in a satisfactory manner, and that facilities existed there for robbery by the persons who make up the parcels for despatch.

6th June 1850.

M. Simeon.

234. Do you wish to add anything to the statement you made before me on the 27th ultimo?—Yes; with reference to the answer I gave to question 101, I wish to state that nearly all the mistakes which occur in my department during the despatch of the mails are owing to the broken and dilapidated state of the furniture in the despatching room, especially of the pigeon-holes in which the letters are placed after being sorted and registered. Some of these pigeon-holes are a great deal too small, and they are insufficient in number; letters for many Post-offices having to be placed in small heaps on the tables, and on the top of the pigeon-hole shelves, instead of in separate boxes. The pigeon-holes are arranged in a most inconvenient manner, without any attempt at order or regularity, and the labels of many of them are worn off and illegible, so that none but a practised examiner could know into what pigeon-hole to put the letters addressed to some places; and, as it is, mistakes frequently occur from this circumstance. Only last night a letter was left out of the Chittagong packet; in consequence of the broken state of the pigeon-hole, it had fallen through, and was only found after the packet was closed.

235. Have you ever brought this state of things to the notice of the Postmaster-general?—I have had occasion to point it out to the Deputy Postmaster-general, but nothing has been done beyond temporary repairs of the old pigeon-holes.

236. Have you any further remarks to make?—Yes; I wish to state, with reference to my answer to question 104, that great delay arises in the receipt of service letters in consequence of large numbers of them coming from public offices without being sorted; if they were sorted in the order in which they are entered in the receipt book, a great deal of time would be saved. It sometimes happens that one or two hundred letters are sent from one office and entered in one receipt book, and the labour of comparing each letter with the corresponding entry in the book is very great.

237. Do you consider that any useful object is gained by giving a separate receipt for each service cover; would it not answer just as well to give one receipt for the total number of letters received from each office?—It would answer every useful purpose if I gave a gross receipt for the whole; the subsequent registration would afford sufficient means of satisfying the sender as to the despatch of any particular letter; I have sometimes done so, when much pressed with business; but I have been advised by the superintendent invariably to give a separate receipt in the book for each service packet.

238. Is the room in which the mails are made up for despatch sufficiently lighted at night?—

night?—No; the complaints of insufficient light are frequent; the assistants complain almost every night that they cannot see to do the work properly, and mistakes arise from this cause also. In the whole room there are about six or eight single wall shades, and on the tables there are a few wax candles without shades, some on small ricketty candlesticks, and some on chillums; but the greater part of the light is from small oil-lamps, burning on the tables, which I consider unsafe as well as insufficient; the lights are supplied by contractors; when I remonstrate with them on the badness of the light, they reply that they cannot afford to give better.

239. Have you ever brought this to notice?—Yes; I have reported it to the superintendent, and I believe he has also remonstrated with the contractors.

240. Have you ever made any official report on the subject?—No; but I think I have mentioned the want of sufficient light to the Deputy Postmaster-general. He has taken notice of it, and things have mended for a few days, but not permanently.

241. Is the contractor bound to supply a certain number of lights every night?—I am not acquainted with the terms of the contract, but it is generally believed in the office that the contractor is bound to supply as much light as is necessary; this he does not do; he generally brings the usual number of lights at the beginning of the evening, which number I think insufficient, and in the course of the evening his servants take away the lights gradually long before they can properly be dispensed with. Thus, when the work of one division closes, the lights are taken away from the table, and the room is left in comparative darkness, though the examiners of the other divisions are still employed.

242. How long do you attend office each day?—From 10 A. M. until all the mails are packed up and most of them despatched. This is generally about 7. 30 or 8 P. M., but on the days of the arrival of the steamers I am detained in the Steam Department until a much later hour, sometimes all night, and am again obliged to attend early in the morning to assist in directing the forward newspapers. And on the same evening, which we call the forward night, I am generally kept to a later hour than usual, sometimes to 10 or 11 P. M. I have occasionally been from 34 to 36 hours in attendance at the Post-office with only two hours' intermission.

243. Have you frequent occasion to refer to the registers in order to trace missing letters?—Yes, generally from four to five times in a week, but I do not recollect a single instance in which a missing letter was not found. Such inquiries are usually made by persons who do not receive immediate replies to their letters, and throw the onus of inquiring the cause upon the Post-office, instead of writing a second letter themselves. It invariably happens that the missing letter is found to have reached the addressee in due course, and that he has neglected to acknowledge it.

244. Can you give me a list of all the books, forms and statements used in your department, with a specimen of each, and an explanation of its use?—I can; I will prepare such a list.

7th June 1850.

Baboo Nilmoney Moteelal.

245. You are treasurer of the General Post-office?—I am; I have held the appointment for five years; I was appointed by Mr. Tayler on the resignation of the former treasurer, Ram Chunder Ghose. I have given security to the amount of *Rs.* 15,000 in Government promissory notes, and *Rs.* 15,000 in landed property. The landed property I have pledged is my own; it is situated in the town of Calcutta; I have executed a security bond pledging this property, and the bond is in the possession of the Postmaster-general. The Government promissory notes have been endorsed over to the Postmaster-general, and are lodged in the hands of the sub-treasurer.

246. What establishment is employed in the General Post-office under you, in the Treasury Department?—There is a deputy treasurer on *Rs.* 50 a month, two mohurirs on *Rs.* 10 each, and two podars, one on *Rs.* 8, and the other on *Rs.* 6. These men are appointed by me, and I am responsible for them. I take no security from them, but they are dependents of mine, and I trust them. The two podars were employed in the General Post-office before my time, but as my predecessor thought them good and honest men, I retained them. The others I appointed myself. I cannot remove the officers in my department without the sanction of the Postmaster-general, nor indeed can I appoint them without his approval; but the Postmaster-general would always approve my nomination unless he had some special objection to the individual nominated. The Postmaster-general has not hitherto disapproved any nomination I have made; but there have been no changes since I appointed the present deputy treasurer and mohurirs, when I first joined the office.

247. You also nominate the receivers?—Yes; I nominate the receivers both at the General Post-office and of the town chowkeys, and I am responsible for them, but they give separate security, the General Post-office receivers to the amount of *Rs.* 500 each, and the town chowkey receivers to the amount of *Rs.* 100 each. The average daily collections of the General Post-office receivers do not exceed *Rs.* 70 or *Rs.* 80 each, and it is only on steamer and overland days, when the collections of each receiver may exceed *Rs.* 500, that I become really responsible, because any smaller amount for which they might be defaulters would be recovered from their own security. When any vacancy occurs, by a receiver going away

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away on leave or otherwise, I recommend a substitute, generally from among the apprentices who attend at the office, and I become responsible for him; until a substitute of this kind gives security of his own, I am entirely responsible for him. With the exception of two, viz., Doorgachurn Banerjea and Sreedhur Banerjea, all the receivers, both at the General Post-office and at the town chowkeys, have given security in Company's paper endorsed over to the Postmaster-general, and deposited in the general treasury. Those two receivers have given security in Mofussil landed property, and have executed bonds to the Postmaster-general, pledging their interests in the property.

248. Have you ever been held responsible for default on the part of the receivers, or have any of them ever defaulted in your time?—There has been no default in my time, and consequently there has been no occasion to enforce my responsibility, or that of the receivers. Every receiver at the General Post-office has a separate small box in which he puts his account book and daily receipts. These boxes are locked up every evening, after the close of the day's work, and deposited in a large chest in the treasury, of which I keep the key. My mohurir remains with the key to lock up the chest, and the next morning the receivers open their boxes in the presence of myself or one of my subordinates, and make up their accounts. This account is then taken to the Accountant's Department, and compared with the registers of despatch. On the account being thus verified as correct, the receiver pays the amount into the treasury. If there be any deficiency, the receiver has to make it good; and if there be any surplus, it is credited to Government.

249. Does it frequently happen that there is deficiency?—No, very seldom, and then chiefly on after packet and express days, when the office is crowded, and there is a great press of business.

250. Were the present receivers appointed by you?—Not in the General Post-office. All the receivers are men of old standing, and were appointed long before my time. One of them has now applied for pension, and I have nominated a temporary successor, who will probably be confirmed as soon as the pension is granted. Out of the six town chowkey receivers, two were nominated by me.

251. What are the salaries of the receivers?—There are ten receivers in the General Post-office, whose salaries vary from *Rs.* 26. 2. drawn by the head receiver, who has been about 35 years in the office, to *Rs.* 17 a month. The salary of the town chowkey receivers is *Rs.* 12.

252. Is there any difficulty in securing the services of qualified individuals on these terms? —Yes, great difficulty. A person to be a qualified receiver must be intelligent, and be able to read English, and be a fair Bengali accountant. If he is deficient in these qualifications he makes mistakes, and is obliged to make good any loss arising therefrom from his own salary. Consequently I find great difficulty in providing temporary substitutes for receivers, and the receivers themselves are unable to go away on leave of absence, however urgently they may require it.

253. How are the receivers' payments made into the treasury?—When the receivers have made up their accounts, they write the total number of letters received during the previous day, and the amount of postage, on a small slip of paper or ticket, bearing the seal of the Deputy Postmaster-general. This ticket is taken to the Accountant's Department, where it is compared with the registers and verified. The tickets are then compared by one of my mohurirs with the account books of the receivers, in order to detect any surplus, and the money is then paid into the treasury. The tickets are afterwards taken by the receivers to the Accountant's Department and there kept. The town receivers close their daily work at 4 P. M., and send the letters in a locked box, accompanied with a list, giving the particulars of the letters received and the amount of postage. The chalans or lists are then compared with the letters, and the amount of postage due is communicated to me by a clerk of the Inland Department. According to this account, the peon who brings the box from the chowkey pays the amount to the podar, who gives him a receipt, sometimes in a book, and sometimes on a loose slip of paper. If the sum paid in by the peon be less than the correct amount, a memorandum is sent to the receiver by the peon, and the receiver has to make it good the next day. All surplus is carried to the credit of Government.

254. How is the postage on bearing letters paid into the treasury?—The peons pay the amount of their daily collections under the head of Europe and country letters. The former is supposed to include all ship and steam letters, from whatever part of the world they come, and the latter includes bearing postage on all country letters and banghy parcels. The bearing moonshees furnish my department every day with an account showing the number of bearing letters and parcels made over to each peon, and the amount of postage due on them, and we debit the amount to the several peons in a separate book, in which there are 48 accounts current, one with each peon. The peons bring their daily collections, and receive credit for the same under the head of Europe and country letters, and under the same heads corresponding credits are given in the accounts of the General Post-office. The peons' accounts are balanced monthly; and besides this, we are in the habit of giving a memorandum of the state of the peons' accounts at any time whenever the Deputy Postmaster-general desires to know the amount of bearing postage unaccounted for.

255. Do the peons' accounts usually agree with those furnished by the bearing moonshees?—In the gross they do. But the detail is almost always incorrect, because the peons are not able properly to distinguish between inland and ship or steam letters, and they constantly enter in their accounts the postage collected on one kind, as if it had been collected on the other.

256. Then, in point of fact, the amount of bearing postage credited in the daily cash account under

under the several heads of "Letter" and "Ship imported" does not represent the exact amount of each kind of postage realized, but whatever the peons choose to pay in under those two heads?—It does. But in the monthly cash account, the gross amount of bearing postage due is brought to credit and must be accounted for; but we cannot give a detail of the uncollected portion of it, which remains in inefficient balance, nor can it be precisely said under what heads the monthly collections of bearing postage ought properly to be credited. The gross balance, however, is perfectly correct.

257. Would it be possible to obtain from the peons a correct detail account of bearing postage realized?—Not under the present system of delivery, and the mode in which the peons' accounts are kept. The only way that occurs to me is to employ a person in each division, or one for every two divisions, who should be an accountant and supervisor, and whose business it should be to keep a separate account of each kind of postage due on every letter, and see that the peons' daily realizations were brought to credit under the proper heads. These accountants might be employed as inspectors of the peons, and might also account to the treasury for the collections of each division, instead of a separate account being kept, as at present, with each peon. This would greatly simplify the transaction of business in my department.

7th June 1850.

Mr. *C. S. Starling.*

258. You are at the head of the Miscellaneous Department of the General Post-office, and in charge of unclaimed and dead letters?—I am.

259. What is the distinction between unclaimed and dead letters?—Unclaimed letters are those addressed to parties in Calcutta, who cannot be found. Dead letters are those which are sent from the Mofussil for the same cause. The Calcutta letters are never called dead letters; they are called unclaimed or remaining letters.

260. How do unclaimed letters come into your department?—When a peon cannot find the addressee of a letter, he makes it over to Pitumber Mookerjea, a writer in the Miscellaneous Department, whose business it is to receive such letters, and credit the peon with them. Pitumber Mookerjea keeps a book for the purpose, which he makes over daily to the bearing moonshee, in order that credit may be given to the peons for bearing letters made remaining. Pitumber Mookerjea then makes the letters over to me. I keep two books for inland letters, one for unclaimed letters addressed to natives, that is, to Hindus, Mussulmans, Parsees and Burmese, and the other for letters addressed to Europeans and others. In these two books the unclaimed letters received from Pitumber Mookerjea are entered, with the date of remaining, the name of the addressee, the station and date of despatch, weight, and, in the case of bearing letters, the amount of postage. Letters addressed to parties to be left at the General Post-office till called for are made over to me by the delivery clerks, and entered in the same books. The daily entries of unclaimed letters in these registers are attested by the superintendent, Mr. Botellho. When the letters have been entered in my books and compared by the superintendent, they are sorted alphabetically, and tied up in bundles for each quarter.

261. What measures are taken to find out the addressees after the letters have been thus sorted?—I am always inquiring about them, and if any information reaches me regarding the addressee of any letter, I immediately follow it up, and either again send out the letter by one of the peons, or forward it by dawk. There are columns in my register books to show how such letters are disposed of. The postage realized on remaining letters is paid by the peons to me, and by me to the treasurer, who writes a receipt in the book. I also prepare a daily memorandum of postage collected, giving the date of remaining, the name of the addressee, and the amount of postage. This memorandum is entered by Bholanath, a clerk in the Shipping Department, in a book which is laid daily before the Postmaster-general.

262. What other books do you keep?—I keep five other books of unclaimed letters, one for Calcutta steam bearing letters, one for Bombay steam bearing letters, two for ship, overland and post-paid steam letters, that is, one for native and one for European letters, and a fifth for parcels. They are all kept in the same manner, and under the same heads, and the same measures are taken to discover the addressees.

263. What steps do you take when, after all inquiry, the addressees of unclaimed letters are not to be found?—At the end of every quarter a list of unclaimed letters and parcels is prepared, and published in the Calcutta Gazette. After the publication of this list, whatever letters remain are disposed of as follows: In six months, Calcutta steam letters are sent to Europe, and Bombay steam letters to Bombay, in order that the General Post-office may receive credit for the steam postage they bear. Country and ship letters, after being kept 18 months, are opened to ascertain if they contain any thing of value; and 12 months after that, are destroyed. Letters found to contain any thing of value are kept aside and registered by the Deputy Postmaster-general, who, I believe, writes to the sender.

264. Has it been usual to publish a list of all unclaimed letters in the Gazette?—It has not hitherto been usual to publish letters addressed in native characters, but these letters are also to be published from the 1st of this month. They have hitherto not been published, because they are so numerous that the existing establishment is not strong enough to prepare the list. The number of unclaimed letters addressed in the native character varies from 1,500 to 2,000 a month, and the dead letters sent from the Mofussil amount to from 2,500 to

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to 3,000 a month. On one occasion I received 6,000 dead letters from Monghyr in a single day, and on another occasion 2,000 from Hooghly.

265. How are dead letters disposed of in your department?—As the letters are received at the General Post-office, they are taken to the Accountant's Department, where the Mofussil Post-offices are credited with the amount of bearing postage. They are then made over to me. I have one book for the dead letters, in which native letters are entered in the gross, and letters with addresses in English are entered one by one with the address. The gross bearing postage due on the letters received at once from each Mofussil Post-office is also entered. The native letters are tied up in bundles and labelled, and, after eighteen months, they are opened in the same way as unclaimed letters. The letters with addresses in English I include in the quarterly list of unclaimed letters for publication, and I also endeavour by other means to find out where they should be sent. Dead steam letters are sent to England and Bombay in the same way as unclaimed steam letters.

266. What is done with letters and newspapers of which the addressees are found, but which are refused for the payment of postage?—They are opened by the Deputy Postmaster-general. If they are letters sent from Calcutta, the postage is demanded from the sender, and if from the Mofussil, they are returned to the Postmaster of the station from whence they came, with instructions to do the same. If the sender does not pay the postage, his letters may be detained. If the sender cannot be found, the covers are made remaining, and, after a certain time, opened. The newspapers are sold, and the letters destroyed. Steam letters are sent either to England or Bombay unopened.

267. What other books do you keep in your department?

1st. An address or order book, in which all orders sent to the General Post-office by parties for the disposal of their letters are entered alphabetically. These orders, as they are received, are communicated to the examiners of the division, and to the Banghy Department.

2d. A check book, the object of which is to show the amount of postage realized daily for 18 months on letters made remaining in each quarter. This book has only recently been introduced, and it contains more detail than appears to me to be necessary. It occupies a great deal of time, much more, indeed, than I and the only assistant in the department can bestow on it. The consequence is, that the book is greatly in arrears.

3d. A collection book, in which the collections made daily on account of the letters made remaining in each quarter are entered. The only use of this book is to enable me to prepare the check book.

4th. Forward book. This is a book in which all letters made remaining in each quarter, and forwarded to Mofussil Post-offices, are entered. This is also required for the preparation of the quarterly check book, and is of no other use.

5th. Book of Gazettes thrown in the dead bag. This is also required for making up the quarterly check account, and is of no other use.

The preparation of the check book makes it necessary for me to keep up 24 books, that is, four books for each quarter, of which there must always be six in hand, as the information is carried on for 18 months, in respect to each quarter. This business alone occupies the attention of one person for nearly half the day, and still is in arrears.

24th June 1850.

Moulavy Ahmed.

268. What is your profession, and where do you reside?—I am law officer of the 24-Pergunnahs, and I reside in Colingah, one of the subdivisions of the city of Calcutta.

269. Where is your native home?—In the Oude territory, about 30 miles from Lucknow. The name of the town is Sufeepoor.

270. Have you much correspondence with parties in the North-western Provinces?—Yes; I frequently receive letters from my friends and relations from Lucknow, Cawnpore, Umballa, Delhie, Lahore, Paniput and other places, and as frequently I send letters to those places. These letters I invariably receive and send through the Post-office, and by no other means.

271. Is your correspondence usually sent bearing postage or post-paid?—It is sent both ways, but more generally bearing postage. We generally send our letters bearing postage, because we have an impression that they are more likely to be faithfully delivered. A Post-office peon may deliver a post-paid letter to any one, or he may throw it away or destroy it without much fear of detection, but he will be careful to deliver an unpaid letter to the right addressee, in order that he may recover the postage.

272. Has it ever happened that letters sent by or to you through the Post-office have been lost, or have failed to reach their destination?—Yes; it has often happened that my friends have written to me to know why I have not answered their letters, when, in fact, I have never received them. It very frequently happens that the Calcutta delivery peons, if they do not find a person at home, return the letters intended for him to the Post-office, and then they are not heard of again. A few months ago I went to Serampore and Hooghly for change of air for about three weeks, and during that time several post letters were brought to my house, but, because I was not there, the letters were not delivered, although I had a servant in the house ready to receive them, and to pay the postage. This I have learned, since my return, from the peon himself. He tells me that the letters which arrived in my absence

absence were returned to the General Post-office, and sent back to the places from whence they came.

273. Have you inquired at the Post-office about these letters?—No, I have not; I was satisfied with what the peon told me.

274. Have you complained to the Postmaster-general of the conduct of the peon?—No.

275. Have the letters sent by you to places in the interior ever miscarried?—I have a slight recollection that on one occasion a letter of mine did not reach its destination; but this has not happened more than once, and that was about two years ago. I think the lost letter was addressed to the Sudder Ameen of Gya.

276. Do you find that letters directed in English are delivered in Calcutta with greater care than those in the Persian character?—Undoubtedly; letters addressed to the natives in the English character and language are invariably delivered if the addressee can be found; and the peons do not return them to the General Post-office until they have taken every means to discover the persons to whom such letters are addressed. But about letters addressed in any native language, the peons take very little trouble, and return them to the General Post-office without making any sufficient inquiry. It would be a great satisfaction if letters of which the addressees cannot be found were returned to the sender, but at present they are never heard of.

277. Are you aware that a list of all letters of which the addressees are not found is required by law to be published in the Gazette, and that letters addressed in English are invariably so published?—I was not aware of this. No doubt, if a list of unclaimed letters addressed in the native language were properly published, many letters would be claimed by their owners which are now never heard of. But it is of no use publishing such a list in the Gazette, as no native, except some of those connected with Government offices, ever sees the Gazette. The only useful and effectual way would be to print a list of such letters separately, and distribute copies to be affixed at the receiving-houses and other conspicuous places in Calcutta, and to furnish copies of the list to every Post-office in India.

278. At what hour do you receive your letters daily?—About 3 or 4, P. M. These are the letters of the first delivery. The letters of the second delivery reach me with those of the first delivery of the following day. I very often receive letters one or two days after they reach the General Post-office.

279. Are the letters delivered at your house by the Post-office peon of the division, or does he employ other persons for the purpose?—So far as I know, the letters are always delivered at my house by the Post-office peon in person.

280. Do the Post-office peons extort money or receive presents from those to whom they deliver letters?—Yes; from some they receive monthly or annual presents; from the poor people, or those who do not often receive letters, they demand two pice for every letter. The peons, having to account daily for the postage on bearing letters, keep a monthly account with some persons, receiving the postage at the end of every month, and charging at the rate of two pice a letter for the accommodation. The peons often refuse to deliver letters to poor people unless they pay two pice in addition to the authorized postage. My custom is to give the peon a small present of a rupee or so on Mussulman holidays.

281. Do the public pay this extra tax to the delivery peons willingly?—The richer portion pay willingly. If they were not to do so, or were to complain against the peon at the Post-office, they would apprehend delay in the delivery of their letters, and that their letters would be returned as unclaimed to the General Post-office. The extortion is felt severely by the poorer class of people, but they do not like to complain. They consider the payment of a few pice a less evil than the trouble of complaining, and, moreover, they do not like to injure the peon. Everybody would do the same if he were in the peon's place; and there is a general disinclination amongst the public to complain against others for what they consider a trifling matter.

282. What amount of postage do you pay in the month?—From four to five rupees.

283. Are you ever prevented from writing by the high rates of postage for long distances which are now in force?—Yes; frequently. I should write much oftener to my correspondents in the Upper Provinces if the postage were lower. The rates of postage for long distances are very severely felt by the lower class of natives who come to Calcutta for employment as servants. They are frequently unable, for months, to correspond with their families, not having the means to pay the postage of a letter.

284. What would be the effect of reducing the postage on a letter to the Upper Provinces to one anna?—I have no doubt there would be a vast increase of correspondence. Thousands of persons who now scarcely write at all, or do so through private hands, would write monthly or oftener, and those who now make use of the Post-office would do so to a much larger extent.

285. Would the people object to compulsory pre-payment of postage?—They might, if the present rates continue, but if the postage be much reduced, they will not object to pre-payment in all cases; nor will the correspondence of the country be, in my opinion, at all affected by such an arrangement.

286. Would the people object to the use of stamps, such as are now used in England?—No; not if they were readily procurable at all places. The use of stamps would afford assurance to the public that their letters would not be destroyed by the dawk moonshees for the sake of the postage.

287. You have stated that your home is 30 miles from Lucknow; how do letters reach your home from that place?—They are addressed by me to the care of friends in Lucknow, and are forwarded by them to my home at Sufeepore by a cooly or cossid. The expense of

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of conveying the letters from Lucknow to Sufeepore is greater than that of conveying them from Calcutta to Lucknow, even under the present rates of postage.

288. Is there any Government officer at Sufeepore?—Yes; there is a chowdry who sends a daily dawk to Lucknow, on the King of Oude's service, by means of nujeebs or sowars.

289. Are private letters taken by this dawk?—No; but it would be a great convenience if they were, even if a small additional charge were made on each letter.

290. Have you any correspondents in the Lower Provinces, residing in the interior of districts, at a distance from any Post-office?—Yes; I have, for instance, a correspondent at Dehatta, where there is no Post-office. Dehatta is about 40 miles from Calcutta, and whenever I wish to send a letter there, I post it *viâ* Bagundee, from whence it is carried by a cossid at an expense of six annas.

291. Would it not be a great convenience if letters were received and delivered at the police thannahs, and if they were collected and delivered in each village by the chowkedars?—It would be a very great convenience, and a valuable boon to the people. I know of no objection to the arrangement. The chowkedars and thannah people might demand more postage on letters than was properly due; but this would be a less evil than that of being unable to send or receive letters at all, without the expense of a special messenger. I cannot venture to calculate the probable consequence of such an arrangement, combined with a reduction in the rates of postage, but I believe the increase in the number of letters would be very great. There is not a village in the Lower Provinces, or in the whole of Hindoostan, in which there are not one or more persons having occasion to write letters, but prevented from doing so for want of proper facilities.

26th June 1850.

Baboo Ram Anand.

292. Are you aware that the receipt of bullion and valuable articles for despatch, either by dawk or banghy, is prohibited?—I am; but, for the convenience of this mode of conveyance, I have been in the habit of sending bullion by the banghy, without mentioning the contents of the parcels to the people at the Post-office.

293. Since you were examined before me on the 4th instant, have you sent any bullion by dawk banghy?—Yes; I have sent five packages of gold bullion to Benares, and have heard of the safe arrival of four of them. I shall probably hear of the safe arrival of the fifth by to-day's post.

294. Are you in the habit of sending bank notes by the dawk?—No; I never send bank notes by post, but I sometimes receive them from the interior. No instance has occurred of bank notes sent to me by post being lost. I make my remittances to the North-west invariably in gold bullion, and either send it by the dawk banghy or by the river steamers. I greatly prefer the former, because of its greater speed, and should always employ it but for the fear of loss by plunder.

295. Would it be a convenience to the public if facilities were given for remitting bullion by the banghy?—Yes; a great convenience to those who deal in bullion, as we do. We would gladly pay any increased amount of postage which might be thought necessary to defray the expense of rendering the conveyance as secure as possible. At Bombay, letters containing money and valuables are received and registered on payment of a small fee, and when such letters arrive at Calcutta, the parties to whom they are addressed have to sign a receipt for the same. Why should not the same practice be introduced here?

296. Do parcels addressed to you remain in the Post-office till called for, or are they taken to your house by the delivery peons?—They are taken to my house by the delivery peons. At present I only receive from the Upper Provinces small parcels of shawls, but if I am satisfied of the security of the banghy, I shall instruct our correspondents to remit bullion again by that mode of conveyance.

297. Do you usually send your letters bearing or post-paid?—We usually send them bearing postage. We consider that they are more likely to be delivered if there is postage to be received for them, than if the postage were paid beforehand.

298. Would you object to a rule requiring postage to be pre-paid in all cases?—Not in the least. Provided the letters arrive in safety, it is a matter of no consequence to us whether the postage is paid in advance or not.

299. To what extent do you suppose your correspondence would increase if postage were reduced to one anna for every letter not exceeding a quarter tolah in weight, without reference to distance?—My belief is that my correspondence would be at least four times as great as it is at present. To places where I now send a letter a week, I should write every day; and letters which I now send under one cover, to save the postage, I should send under separate covers.

300. How many servants have you on your establishment who are residents of the Upper Provinces?—I have 30 or 35 such servants.

301. Have they left their families at their homes, or brought them here?—They have all left their families at home.

302. Do they correspond with their families?—Yes, they do, as often as they can.

303. Do the present rates of postage prevent them from corresponding with their families as often as they wish to do?—They do to a very great extent. These people are quite unable

unable to pay the postage themselves, and therefore I pay it for them out of the funds of the house. They come from five or six different villages, and I make those who reside in the same village all write their letters on small bits of thin paper, so that the whole may not weigh more than a quarter of a tolah. About 30 or 40 bundles of letters are sent in this manner every month.

304. Would the correspondence of these people increase if the postage on each letter were to be reduced to one anna?—Undoubtedly it would. Each man would write at greater length, and separately if he could; and more letters would be written. The senders would then be able to pay for letters themselves, in addition to those which the house would continue to send for them. A similar increase would take place in the number of letters sent to them from their homes.

305. What number of residents of the Upper Provinces of this rank of life do you suppose are now in Calcutta?—I cannot say; but there must be a vast number of them. I should suppose that one-third of the population of Calcutta consists of persons whose homes are in the Upper Provinces, and whose correspondence would greatly increase if the rates of postage were lower. There are about 300 Marwaree dealers of different kinds in Calcutta, all of whom have separate establishments; and besides these, there are about as many Hindoostanee dealers, besides Parsees and Jews, all of whom reside at a great distance from Calcutta, and carry on their dealings with distant places. The correspondence of all these dealers would increase under a low rate of postage, perhaps in a greater proportion even than mine; because, their concerns being less extensive, small sums are a greater object to them than they are to us, and they have consequently felt the pressure of the present rates of postage more than we have.

[The system of postage stamps, as in force in England, was then thoroughly explained to the witness.]

306. Would you object to the use of postage stamps, as now explained?—I should have no objection to the use of stamps; but, on the contrary, I would gladly use them, conceiving that they tend greatly to the convenience of the public and of the Post-office, and to the security and speedy despatch of the letters.

307. Do you think the public generally would understand and readily make use of postage stamps?—I have no doubt they would. There might be some little difficulty at first, but in the course of a week the system would be understood by every one having occasion to write a letter. The change should be carefully explained to the public by means of notifications, &c. If the introduction of postage stamps were accompanied by a reduction in the rates of postage, the people would connect the two, and consider it an inestimable boon.

308. Would any objection be felt to the discontinuance of the practice of giving receipts for letters?—Not if there was no postage to pay; that is, if all letters were sent bearing a postage stamp. But so long as there is postage to pay, the receipt cannot be dispensed with; otherwise we have no security against the dishonesty either of our own servants or of the receivers at the Post-office. It would also be necessary to have a registration for valuable letters, so that the public, on payment of an extra fee, if necessary, might ensure that any particular letter would be conveyed and delivered with care.

309. Are there, to your knowledge, any private dawks between Calcutta and the North-Western Provinces?—No; I know that there are none; if there were, I should not be so anxious to send my gold by the Government banghy.

310. Are cossids employed to carry letters or parcels to the North-Western Provinces?—No; a cossid takes 20 days to reach Benares, and the Government dawk takes five days. No one ever thinks of employing a cossid on a line of road where there is a Government dawk.

311. Are you in the habit of sending expresses by the Government dawk?—Occasionally to Bombay. It is only on opium business that any necessity arises for employing expresses. Bombay expresses arrive about 38 to 40 hours sooner than the regular dawk.

312. Do you usually post your letters at the General Post-office or at a receiving-house?—Invariably at the General Post-office. There is a receiving-house at Chore Bagan, which, though not very near, is nearer to us than the General Post-office; but we consider it more secure to send our letters to the General Post-office; and, besides, the receiving-houses close sooner than the General Post-office.

313. If a receiving-house were established in the Burra Bazar, would it be a convenience to the residents there, and would they make use of it?—Undoubtedly they would. In former days, when the General Post-office was in Chowringhee, we always posted our letters at the receiving-house near the Mint.

314. Do you ever hear of letters, addressed to persons in Calcutta, not being delivered?—Letters addressed to individuals are frequently not delivered; and I have often heard of persons receiving letters to inquire why they have not answered former communications, when in fact they have never received them. The peons take no pains whatever to find the addresses of native letters, but if the persons addressed are not at once forthcoming, the letters are returned to the General Post-office, and no one hears anything more about them.

315. Are you aware that from 100 to 200 native letters are returned every day to the General Post-office as unclaimed?—No, I was not aware of the fact; but it proves my assertion, that the peons take no pains whatever to find out the parties to whom native letters are addressed.

316. Can you suggest any remedy for this?—Yes; a person might be appointed to each quarter

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quarter of the city, whose business it should be to find out the addressees of letters which the peons failed to deliver, or a list of such letters might be prepared, and posted at the principal places in the city.

317. Are you aware that the law requires the publication of all unclaimed letters in the Gazette after three months?—I am aware of it, but I thought it applied only to English letters, never having seen any native letters mentioned in the Gazette; but it would be no use publishing a list of native unclaimed letters in the Gazette, as not one person in 100,000 ever reads the Gazette. A better plan would be to print a list of native letters, and affix it at the receiving-houses, police thanahs, and other conspicuous places in the city.

318. How far is your house at Ramgurh from the nearest Post-office?—The nearest Post-office is at Bewanee in Zillah Rohtuk, about 60 miles from Ramgurh. The dawk is carried from Bewanee to Ramgurh in two days by a Mahajunee dawk, which is managed by our correspondents; the charge is two pice for each letter, without reference to weight. We do not undertake to carry letters of more than four or five tolahs.

319. Does any profit arise from this dawk?—Yes, it more than pays its expenses; we take great pains to induce people to make use of it; we manage it by contract. The dawk is carried by runners who are employed by the contractor.

320. Have you any suggestions to make for increasing the security of the banghy dawk?—I recommend that the Government should guarantee senders of all parcels against loss by robbery of the Post-office servants, charging such additional postage as may be sufficient to cover the risk. I should be willing to bear the loss of robbery on the road by persons unconnected with the Post-office; but if the robbery is committed by cutting open the seals in such a manner as to leave no doubt that it is the work of people in the Post-office, then I think the Government ought to be responsible. I would also recommend that some better arrangement be made for the security of parcels sent to the General Post-office to go by banghy, by placing the department under a trustworthy officer, and so contriving to arrange the rooms, that the workmen employed to make up the banghy packets should be under the eye of the superintendent, and unable to conceal anything from him; at present, the workmen have opportunities of making away with the contents of banghy parcels without much chance of detection by the superintendent: the room in which the parcels are made up is separate from that in which the superintendent sits, and is moreover very imperfectly lighted. I have also to recommend, that when sufficient weight for one day's banghy has been received, all further parcels should be refused; at present, all parcels are taken up to 4 P.M. every day, and if there are too many for the banghy, they are detained until the next day, thus increasing the facilities for tampering with the contents of the packages.

321. Would it be a convenience to the public if the Post-office were available for the remittance of small sums?—Undoubtedly it would be a very great convenience; and numbers of people who now have to remit money to their families at great risk by private hands, would remit it through the Post-office; the facility thus afforded would be taken advantage of to a large extent.

26th June 1850.

Baboo Sheokishen Dass.

322. You are gomastah of the firm of Hursamul Ramchunder?—I am.

323. In what parts of India have you business connexions?—The principal firm is at Ramgurh in Jyepoor, and we have corresponding and branch houses in almost every considerable town in Hindoostan. We have correspondents at Ajmeer, Jyepoor Amritser, Cashmere, Delhi, Furruckabad, Mirzapore, Benares, Agra, Calcutta, Ghazeepore, Patna, Monghyr, Jungypoor, Bombay, Bhownugger (in Goozerat), Indore, Rutlam, and some fifty or sixty other places.

324. In what does your business chiefly consist?—We are Marwaree shroffs. Our business is chiefly in remitting bullion and hoondees, but we also deal in opium, shawls, precious stones and other valuable merchandize; we have also a good business in land and river insurance.

325. What is the extent of your monthly correspondence?—I am in the habit of sending all letters bearing postage, but I pay from *Rs.* 25 to *Rs.* 30 monthly on letters bearing postage, delivered to me in Calcutta. I used to pay from *Rs.* 120 to *Rs.* 150 a month on banghy postage for the conveyance of parcels; but since the robbery which took place last year, in which I suffered as well as the house of Tarachund Gunsham Doss, I have ceased to employ the banghy.

326. You have been present during the examination of Baboo Ram Anund, and have appeared to concur generally in the answers he has given to the questions put to him: do you wish to signify your concurrence in all that he has said?—I concur entirely in all the answers which Baboo Ram Anund has given, and I consider the effects he anticipates from a reduction of the present rates of postage to an uniform rate of one anna for a quarter tolah will certainly ensue. From my own experience, I judge that the correspondence between places distant from each other more than 400 or 500 miles will at least be quadrupled.

28th June 1850.

Moonshee Ameer Ali.

327. What is your profession, and where do you reside?—I am a vakeel of the Sudder Court; I reside at Mehndy Baghan, in Colinga.

328. Where is your native home?—At Barh, in the Patna district.

329. Do your family reside in Calcutta or at Barh?—My immediate family reside with me here, but my father and brothers and other relations are at Barh.

330. Do you keep up a correspondence with your family at Barh?—Yes; I correspond constantly with them. We receive from five to ten letters every month from Barh, and write as many from hence.

331. What postage do you pay on letters to Barh?—A single letter, weighing less than one quarter tolah, is charged three annas; a letter weighing more than one quarter tolah, but less than one tolah, is charged six annas.

332. Does this rate of postage prevent you from communicating with your relations, or them with you, as often as would otherwise be?—No, I cannot say that it prevents us from writing as often as we wish; but the servants and dependents who are with me in Calcutta, and who mostly come from Behar, are certainly prevented, by the necessity for paying postage, from writing to their friends, and they generally bring their letters to me written on small scraps of very thin paper, and ask me to put them under cover of those I write to my relations.

333. How many servants and dependents of this description have you in Calcutta?—Some ten or twelve.

334. Do you think that these persons would correspond more frequently with their relations if the rates of postage were lower, say one anna for one quarter tolah?—I have no doubt they would, and my reason for thinking so is, that other servants I have, who reside at Hooghly and other places within 100 miles of Calcutta, and who have only to pay two pice for their letters, write very frequently to their families.

335. What is the extent of your correspondence with your clients?—I do not write less than 100 letters a month, possibly more. I cannot exactly say what amount of postage I pay; but I generally send letters to my clients bearing postage, and they generally post-pay their letters to me. The majority of my clients are natives and residents of Behar, but a good many of them live in Bengal.

336. Is your business correspondence restricted at all by the present rates of postage?—Not so far as I am concerned, as I write to my clients as often as I think necessary, charging them the postage; but if the rates were lower, I think it very probable they would write to me more frequently, and that I should have to answer their letters.

337. What, in your opinion, would be the effect of compulsory pre-payment of postage?—It would, probably, have the effect of diminishing the number of letters written. Many letters relating to the business of the person addressed are now sent, bearing postage, which would not be sent at all if the sender had to pay the postage in advance. It is now customary, when an officer in the Mofussil is promoted, for his friends to write and congratulate him; but they would not do so if they had to pay for it. There are several of my clients to whom I should not write so often as I do if I had to pay the postage, because I should not feel certain of ever receiving the amount. Another ill effect of compulsory pre-payment would be, that the public would apprehend that their letters would not be so certain to reach their destination as if they went bearing postage. More pains are taken to find the addressee of a bearing than of a post-paid letter, because in the former case there is money to be realized, but not in the latter.

338. But suppose compulsory pre-payment to be combined with a reduction of the rates of postage, do you think the public would object to it?—Perhaps not, if they were assured that post-paid letters would be delivered as certainly as bearing letters; but I should apprehend, at all events at first, that compulsory pre-payment would tend to diminish the number of letters.

339. What distance is your house from the Post-office at Barh?—It is within a few yards of it.

340. Is there any delay in the delivery of letters at Barh?—None; when I was there a short time ago, the letters were delivered very shortly after the arrival of the dawk.

341. How are letters delivered in the Mofussil at places more distant from the Post-office than the limits of the delivery?—The moonshee or postmaster employs a hired messenger to take the letter to its destination, and the person to whom the letter is sent must pay the hire of the messenger, and the postage of the letter, if unpaid, before it is delivered to him. The expense of conveying such a letter from the Post-office to the residence of the addressee is not less than four or six annas.

342. Do the delivery peons in the Mofussil demand anything for the delivery of letters beyond the authorized amount of postage?—Not that I am aware of. I never even heard that they extort money from any person by the threat of not delivering the letters.

343. Has it ever happened that any letters sent by or to you by post have been lost?—Never; but on one occasion a banghy parcel I sent from Calcutta to Barh never reached its destination. It was traced to Monghyr, where it appears to have been misappropriated by the dawk moonshee, or one of the Post-office servants. I was asked by the Postmaster-general if I would prosecute the party implicated in the robbery, but I declined doing so. This happened about five or six years ago. I have in my possession the correspondence which passed on that occasion between me and the Postmaster-general, and can produce it.

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344. Have you ever heard complaints that letters are not delivered in Calcutta to parties to whom they are addressed?—No; all letters addressed to me invariably reach me, and I never heard any one complain that it was otherwise with them.

345. At what o'clock do you receive your letters?—At all times; but generally at 4 or 5 P. M.; sometimes I get them at 8 A. M. I cannot tell to which delivery these letters belong, whether the morning or the afternoon. All letters to my address are delivered at my house.

346. Does the peon who delivers your letters ever demand money in addition to the authorized postage?—No; but it is my custom to give him, and indeed to all the Government peons who are in the habit of bringing letters to me, a present twice a year at the Mahomedan festivals of Eed and Bukreed. I never heard of the delivery peons extorting or demanding money from other people.

347. Would there be any difficulty in introducing the use of postage stamps as a substitute for money payments, and would they be understood by the public?—I should think there would be no difficulty at all. The nature of stamps is understood by every one in the Company's territories, and there would be no more difficulty in applying them to the postage of letters than to any other purpose. In my opinion, the use of postage stamps would be a very great convenience both to the public and to the Post-office, and would contribute both to the despatch and security of the letters.

1st *July* 1850.

Bany Madhub Dey.

348. You are an assistant in the Board of Customs, Salt and Opium?—I am.

349. You, in common with other residents of the district of Burdwan, sent me a petition, dated the 12th ultimo, objecting to the arrangements in force for the delivery of letters at places distant from the Post-office at the Sudder station of that district?—I did.

350. What is the name of the village where you reside, and how far is it from the Burdwan Post-office?—The name of the village is Koormoon, about eight miles north-east of Burdwan. The village is about that distance from the great trunk road, Burdwan being the nearest point.

351. What postage do you pay on letters sent to your house from Calcutta?—Two pice, if the weight does not exceed one quarter tolah.

352. How frequently do you correspond through the Post-office with your family at Koormoon?—Very seldom, because the letters are detained at the Burdwan Post-office, and are generally seven or eight days in reaching their destination; on this account we send our letters by hired cossids. We generally send about eight or ten cossids a month, and sometimes more. The hire of a cossid is one rupee, and he will take not only letters but a maund weight of parcels, and money for our home expenses. A cossid takes two, or at most three days to reach Burdwan from Calcutta. If we have any important intelligence to communicate to our friends at Koormoon, we send a letter to Burdwan to the care of some person there, and request him to forward it to Koormoon. The cost of forwarding a letter from Burdwan to Koormoon by a special messenger is one anna. Most of the parties who have signed the petition have no agent or friend at Burdwan to whose care they could send a letter, and they have no alternative but either to trust to the Post-office peons or to employ a cossid.

353. In the first part of your last answer you use the plural number in reference to sending a cossid to Koormoon; how many are there who join for that purpose?—There are from 25 to 30 persons employed in Calcutta who come from Koormoon alone. There are three cossids who carry on a regular carrying trade between Calcutta and Koormoon, and take letters backwards and forwards between these people and their families. The three cossids are not in partnership, but are independent of each other. Each cossid comes down to Calcutta, and collects all the letters and effects which the residents of Koormoon living in Calcutta desire to send home. If the weight of the whole does not exceed one maund, or what is sufficient for one man's load, he carries it away himself; but if it exceeds the load of one man, he employs coolies or hackeries on his own account, receiving hire from those who send the goods and letters at the rate of one rupee a maund.

354. What number of letters do you suppose are conveyed by these persons between Calcutta and Koormoon in the course of a month?—About 150 or 200 letters are conveyed from Calcutta to the village, and about the same number in the other direction.

355. Are these cossids aware that they are liable to a penalty of *Rs.* 50 for every letter they carry for hire?—I believe they are not aware of it. I myself was not aware of it till this moment, and I believe all the other parties who have signed the petition are ignorant of it.

356. If arrangements were made for the speedy and punctual delivery of letters at Koormoon by means of the Post-office, without any additional charge, would you employ the Post-office in preference to the cossids?—Of course I should, and I believe that all the other inhabitants of Koormoon who have signed the petition would do the same.

357. What is the population of Koormoon?—I cannot exactly say, but I think there are about 600 houses, which, at the rate of five persons to a family, would give about 3,000 persons.

358. Are the other four villages equally populous?—With the exception of Palasee, which is about half the size, the other villages are as large and populous as Koormoon.

359. How

359. How many of the inhabitants of these villages reside in Calcutta?—There are about 30 inhabitants of Palasee residing in Calcutta, and perhaps about 20 or 25 from each of the other villages.

360. Do they employ cossids in the same way as the inhabitants of Koormoon?—Yes, precisely in the same way; and I suppose that not less than 150 letters are written monthly from Calcutta to each of these villages, and that as many are received from thence every month by the parties in Calcutta.

361. Suppose you have only a letter to send by the cossid and no goods; what charge does he make?—Usually half an anna; but if the letter is urgent and he is to deliver it immediately, he gets an anna or even more; and if he is sent off with a letter, and prevented from waiting for what other people may have to send, he charges one rupee.

362. How far are these villages from each other?—Koormoon is about a mile from Palasee, and they are all within two miles of each other. There are other villages in the north of Koormoon, and not more distant from it, of which many inhabitants have likewise come to Calcutta for employment. Koormoon is the centre of about eight villages, from all of which several of the inhabitants have migrated to Calcutta for employment, and between which and the metropolis a constant correspondence is carried on in the manner I have described above.

363. Are the letters sent by post delivered in Koormoon and the other villages by the regular peons of the Burdwan Post-office establishment, or by hired peons?—By peons hired for the occasion.

364. What is the reason of the delay in sending the letters from the Burdwan Post-office to these villages?—The dawk moonshee waits till a certain number of letters accumulate, and then he sends several letters in charge of one hired peon, charging two annas for each letter. The two annas is paid to the peon on delivery of the letters, in addition to whatever postage may be due. This charge is most exorbitant, and hence it is that the inhabitants of these villages, and of hundreds of other places in the district of Burdwan and elsewhere, make no use of the Post-office, but send their letters by means of carriers or hired servants. I happen to know that there are four or five cossids who come every other day from Culna to Calcutta, with nothing but letters from the koteewallahs or merchants at Culna to their correspondents in Calcutta.

365. There is a Post-office at Culna, why do the inhabitants not make use of it?—Because the cossids deliver the letters at all intermediate places, such as Bhudesur, Bullubpore and others, where there is no Post-office; and moreover, the merchants make use of these cossids to send their accounts, which would be too heavy to send through the Post-office. A cossid leaves Culna one day, and arrives in Calcutta the next. There are no relays; one man travels the whole distance, which is 52 miles. The transmission of letters by post from Culna is irregular. Sometimes they are received in Calcutta the day after they are posted, sometimes not till the third day after. Letters from Burdwan are now received in Calcutta on the second day after they are posted.

366. Do your friends at Koormoon, and the inhabitants of the other villages in the neighbourhood, make frequent use of the Burdwan Post-office for sending letters to Calcutta?—No. They only use the Post-office when quick despatch is needed, and when they have no cossids at hand; the reason is, that they are obliged to hire a special messenger at an expense of one anna to take the letter to Burdwan.

367. Have the inhabitants of these villages correspondents in other parts of Bengal besides Calcutta?—Very few; their principal correspondence is with Calcutta.

368. What would be the effect of establishing a Post-office at Koormoon?—I think the people of that and the surrounding villages would universally employ it, and that it would more than cover its expenses. If a notice were issued at the same time, informing the people that the conveyance of letters by cossids for hire was illegal, no one would venture to send their letters in that way, and the cossids would cease to exercise their calling. I think also that the number of letters passing between those villages and Calcutta would greatly increase if a Post-office was established in the midst of them.

369. Do you generally send your letters post-paid or bearing?—I always send my letters post-paid, and the letters which come to me from home are almost invariably post-paid.

370. If the Government were to prohibit the receipt of bearing letters by post, it would not put you to any inconvenience?—No; it would be all the same to us, as we already send our letters post-paid.

371. Have you ever heard of letters sent from Calcutta to Koormoon, or from Koormoon to Calcutta by post being lost?—From Koormoon to Calcutta no letters have ever been lost, but I think that in the course of the last year or two some letters, one or two perhaps, which I wrote to members of my family, have not reached their destination. It is on account of this that I and others now invariably send our letters to the care of a friend at Burdwan, who forwards them, and those who have no friends at Burdwan very seldom make use of the post.

372. Do you know how or where these missing letters were lost?—No; I never made any inquiries about them, but I believe they were returned to the Dead Letter Office because the hired peons at Burdwan would not take the trouble to find out the addressees. When I was at Koormoon last year, a letter was sent to me from Calcutta, by post, and returned to Calcutta by the postmaster of Burdwan, with the remark that I was not to be found, whereas I was at Koormoon at the time, and I am well known to every one in that neighbourhood. Four years ago I was at home on leave for the Doorga Poojah, when Mr. Torrens, then Secretary to the Board of Customs, desired one of the assistants in the office to write and summon me back immediately. The assistant's letter reached me at Koormoon on

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on the ninth day after it was written. When I returned to Calcutta I brought the circumstance to the notice of the Postmaster-general. The Postmaster-general called upon the postmaster of Burdwan to explain the cause of the delay, and the postmaster was unable to give a satisfactory explanation. I have got the correspondence here, and can produce it.

373. In what police thana is Koormoon, and how far is it from the thana?—It is in thana Muntesser, about eight miles from the thana, but there is a phandee in Koormoon. Muntesser is in the opposite direction from Burdwan.

374. Does the phandeedar at Koormoon make his reports to the magistrate at Burdwan?—No; I think he reports to the darogah at Muntesser.

375. If the phandeedar were authorised to receive letters and forward them to the Post-office, would the people forward their letters through him?—Yes, they would.

376. Would the public object to the use of postage stamps such as they have in England?—No; I do not think they would, provided arrangements were made for supplying them freely at every place, and explaining the manner in which they were to be used. There might be some little misunderstanding at first, but the people would soon become accustomed to them. It might, perhaps, be advisable to make the use of stamps optional at first, if they are introduced into Bengal.

377. Where do you reside in Calcutta?—I reside in Chore Bagun.

378. Do you usually send your letters to the General Post-office, or to the receiving-house in the Chitpore road, at Jorasanko, near Chore Bagun?—On week-days I send my letters to the General Post-office, because it is close to the Board's office, where I always write my letters; but on Sundays or holidays, when I am not in office, I send my letters to the receiving-house, unless it is after 4 P.M., when the receiving-house is closed. The receiving-house is a very great convenience to those who reside near it, especially to those who have no servants whom they can send a considerable distance to the General Post-office. It would be a great boon to the inhabitants of Calcutta if the number of receiving-houses was greater, and if letters were received at them until 5 o'clock, or even ½ past 4. The nearest receiving-house to that at Jorasanko is at Baug Bazar, which is more than two miles off, so that some of the inhabitants of Calcutta must go more than a mile to post their letters.

379. At what o'clock do you receive your letters?—I always receive my letters at the Board's office, which is close to the General Post-office, and I receive them sometimes at 11 A.M., and sometimes not till after 2 P.M.

380. Are they generally addressed to you in Bengalee or English?—Almost always in Bengalee.

381. Do you find that those addressed in English reach you sooner than those addressed in Bengalee?—No, I perceive no difference.

382. Do you think that letters addressed to English people are delivered with greater punctuality than those addressed to natives?—Yes. The natives residing in the native quarter of the town do not get their letters until late in the day. The peon who brings letters to Chore Bagun and Burra Bazar, I have often seen coming to his beat at 5 P.M. He never comes before 4 P.M. Those natives who receive their letters at the offices in the European part of Calcutta get their letters somewhat sooner, but not so soon as the English residents of the same quarter.

383. Do the delivery peons receive money for delivering letters in addition to the postage?—Yes; those who deliver letters at distant places, such as Baug Bazar, Simlah and Sham Bazar, ask usually for one or two pice as bukhshish, but they do not detain the letters if this is refused. I have heard and believe that the Mahajuns in the Burra Bazar give the peons a fixed rate of two pice on every letter delivered. They never get bukhshish from me, because they know that if they asked for it, I should complain to the Postmaster-general. I don't think that those who fee the peons get their letters sooner than those who don't.

384. Suppose a Post-office were established at Koormoon, you would still employ cossids to carry your parcels?—Yes, we should.

385. Do you think they would not continue to carry letters?—I can answer for myself, that I would never venture to send letters by them, nor do I think that others would. Moreover, if the cossids are made aware of the illegality of conveying letters, they will be afraid to do so: it will make very little difference to them, as their chief profit arises from the conveyance of parcels and money. They are not separately paid for carrying letters, except in case of a special despatch, or when they are required to go quicker than usual.

386. You have stated in your petition that you are willing to pre-pay two annas for each letter, provided they are delivered at Koormoon without delay or extra charge: do you think that persons residing near Calcutta would object to an uniform postage of one anna for all letters not exceeding a quarter tolah, without reference to distance?—No, I do not think they would object, because, though they would have to pay more for letters sent to places less than 100 miles, they would gain a greater advantage in the cheapness with which they could correspond with more distant stations.

387. Is there any road from Burdwan to Koormoon?—Yes; there is a bridle road along which a man can ride on horseback at all seasons of the year.

388. Do you know of any other villages in your neighbourhood where a Post-office might be established, with the probability that it would pay its expenses?—Yes; there are Pundooa and Boinchee, on the trunk road between Hooghly and Burdwan, where there is no Post-office. These are very populous places, and from Pundooa a considerable correspondence is carried on with all parts of Bengal. In Boinchee there are also a great number of wealthy people. Amadpoor and Ilsaba Mulna are also places where I should think Post-offices might very advantageously be established.

389. Has

389. Has any application ever been made for the establishment of a post-office at Koormoon?—No; we have always wished for one, but we had no hope that our application would be successful.

8th *July* 1850.

Ramkomar Mookerjea, Dawk Moonshee.

387*. How long have you been Dawk Moonshee at Jessore?—Ever since March 1837: previous to that I was employed in the department of public works at Comercolly.

388*. What is the establishment of the Jessore Post-office?—There is a moonshee on *Rs.* 20 a month, and a writer on *Rs.* 15: there are also two delivery peons who each get *Rs.* 5 a month. There is also a person whose proper business is that of uddadar at Poloo Ghat, but he assists in the sudder office; his salary is *Rs.* 5: he makes up the packets and despatches the letters.

389*. How is his business at Poloo Ghat performed?—The runners are despatched from Jessore, and the time is kept by the uddadar of Jingergatcha. There is no occasion for the services of an uddadar at Poloo Ghat, which is close to Jessore. Formerly there were four overseers on the main road: two between Baraset and Jessore, and two between Jessore and Furreedpore, who each received *Rs.* 10; but in 1845, when Dr. Anderson was postmaster, they were changed for eight uddadars on *Rs.* 5 a month each: I do not think the change was a good one.

390. Detail the remainder of the establishment?—The moonshee draws *Rs.* 11 a month, in addition to his salary, as allowance for stationery. This completes the sudder establishment, the whole monthly expense of which, including the salary of the uddadar, is *Rs.* 111.

391. When was the uddadar brought into the sudder office?—In 1845, when the uddadars were substituted for overseers. This arrangement has never been reported to the Postmaster-general, but the substitution of the uddadars for overseers was reported.

392. Detail the Mofussil establishment of the Jessore Post-office?—On the road to Coolneah there are 12 runners, two to each stage: they are paid at the rate of *Rs.* 4 a month each. There is a writer at Coolneah, whose salary is *Rs.* 15, with *Rs.* 3 besides for stationery. There are no overseers on that line of road. There is no separate establishment of banghyburdars on that road; the banghy goes with the mail. When the weight of the banghy parcels is greater than the dawk runners can carry, they are sent to Khoodna by hired banghyburdars. The road to Coolneah is open for runners all the year round.

On the Calcutta road between Baraset and Jessore there are 11 stages. At Baraset there are four runners, two for the dawk and two for the banghy, whose business it is to bring the mails and banghies from Baraset to Jaggoolee. At Jaggoolee there are seven runners, four for the mails, and three for the banghies; of the former, two bring on the mails to Belgoria, and two take the mails to Baraset; of the latter, two bring the banghies to Belgoria, and one takes the return banghy to Baraset. Every day two wallets come from Calcutta, one for Jessore and one for Dacca; and on gazette and Overland days three wallets. On such an occasion the two runners make the three wallets into a banghy, and carry them along on a pole between them. Two banghy loads also come from Calcutta every day, except sometimes on Tuesdays, when, in consequence of the banghy leaving Calcutta on Sunday, fewer parcels are despatched; but even then, parcels which have remained behind during the preceding week are sent on. There are seven runners, as above, at each of the stations from Jaggoolee to Poloo Ghat, and they are all paid at *Rs.* 4 a month. There are four uddadars between Jessore and Calcutta: one at Jaggoolee, one at Hobra, one at Bongong, and a fourth at Jadubpoor (Jingergatchea): they each receive *Rs.* 5 a month.

On the Furreedpore road there are 11 stages, at each of which seven runners are entertained, as above, except at Furreedpore, where there are only four, that being the end of the line. There are three uddadars on this line, at Pookoriah, Sursoonah, and Baboopore. At Jynuggur, between Dhobaghatta and Chandpore, there is a post-office, with a writer on *Rs.* 15 a month, with *Rs.* 2 for stationery. At Magoorah there is also a writer on the same salary: he was, until recently, entertained at Mahomedpore, but the post-office there has been abolished, and the writer transferred to Magoorah. The dawk to Magoorah is detached from the main road at the Sursoonah chokey, and is conveyed to Magoorah by peons, who are paid by the zemindars.

On the Jenada road there are three stages: one runner is kept at Jenada to bring the dawk, and two at each of the other stages to bring and carry it back again. One of the runners at Barabazar, the stage nearest to Jessore, takes it both ways. There is no separate banghy here: the banghies are carried by the dawk runners as far as they can; that is, up to the weight of one load, and then by hired men. There is a writer at Jenada, on a salary of *Rs.* 10, with *Rs.* 2 for stationery. There are also five runners on the road between this and Kishnagur, who carry the cross dawk as far as Chougatcha, and are under the postmaster of Jessore; but their pay is drawn in the Kishnagur abstract, and remitted to Jessore every month.

The rest of the establishment consists of payments to the manghies on the different khals and nullahs in the district, nine in number, two between Calcutta and Jessore, and seven between Jessore and Furreedpore. There is no separate dawk boat kept up at these places, but the payments are made to the manghies of the public ferries. In the rains a contingent expense is incurred in keeping up boats by contract at different places on the road between Jessore

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Jessore and Furreedpore, where the runners find it impossible to go. The amount of expense incurred on this account in 1849, was *Rs.* 192, and the same amount was incurred in previous years.

393. What rule is observed on the arrival of the Calcutta dawk at Jessore?—The packets addressed to the Jessore postmaster are taken out, and those which have been collected at Jessore for the eastward are put in, and the mails forwarded without further detention. The Calcutta mails are not detained more than a quarter of an hour. Forward packets enclosed in the Calcutta, Dum-Dum and Baraset packets, addressed to Jessore, are not sent on until the next day. All the dawks from the north-west are sent from Hooghly to Dum-Dum without passing through the General Post-office, and are sent on in the Dum-Dum packet to Jessore. The mails from Midnapore and Cuttack are in like manner enclosed in the Calcutta packet for Jessore. These mails are always detained a day at Jessore. If the Calcutta mails were to be kept until they could be taken out and made into packets for their destination, there would be a delay of more than an hour. The cross mails from Backergunge, Jenada and Nuddea, intended for the eastward, together with all the Jessore packets for stations to the eastward (except Nohatta, Magoorah, Jynugger and Furreedpore), are put up in a packet addressed to the postmaster of Dacca.

394. At what o'clock do you prepare the dawks for the eastward?—They are prepared at 12 o'clock, and kept waiting for the Calcutta dawk, which arrives generally at 2 or 3 P. M., and sometimes not till 6 P. M. The packet, however, is not finally closed until the Calcutta dawk arrives, in order that any cross mails arriving previously may be included.

The Backergunge dawk usually comes in about 8 P. M.; but it is delayed in rainy weather, sometimes two hours, but not more.

The Jenada dawk arrives ordinarily at 10 P. M. At this time of the year there is about one or two hours' delay, but in the height of the rains the dawk is sometimes a whole day behind hand. The Pubna, Serajgunge and Comercolly mails come by this road, and sometimes the Surda packet; but the last generally goes *viâ* Bauleah, and round by Nuddea.

The Nuddea dawk generally arrives at 10 P. M., and there is no delay; it brings the mails from Darjeeling, Berhampore, Maldah, Bhaugulpore, Monghyr, Bauleah, Purneah, Bograh, Dinapore, Rungpoor and Assam. I have a list of dawks that come *viâ* Nuddea.

The Dacca dawk comes in at 7 or 8 A. M., and is despatched to Calcutta without delay. The Jessore packets for Calcutta and other stations to the westward are made up at 6 P. M., when the office closes. The runners deposit the packets for Jessore at the Post-office, and take up the packets for the eastward. All letters for Baraset, Dum Dum, Barrackpore and other stations to the westward are included by the postmasters to the eastward in the Jessore packet, and hence are always detained a day at Jessore; the only exception to this is, that a separate dawk is made up at Dacca for Barrackpore, and this goes on without any detention at Jessore. The Jenada and Backergunge packets for Calcutta are made up separately, and if they arrive at any time before the Dacca dawk arrives, they go on with it to Calcutta; but packets for other stations to the westward from those places are put inside the Jessore packet, and are consequently detained till next day.

The Jessore mails, which arrive during the night, are not opened until the following morning after 6 A. M., except the Calcutta dawk; for that we remain at the Post-office till it arrives.

395. What length of road is there under the Jessore Post-office?—

	Miles.
From Jessore to Baraset	72
From Jessore to Furreedpore	56
From Jessore to Khoolna	40
From Jessore to Jenada	28
From Jessore to Chowgatcha	15
TOTAL	211

Besides, there is a branch road to Magoorah from Soorsoonah, 30 miles in length.

396. What establishment is maintained at the subordinate post-offices of Nohatta and Bongong?—There is no establishment paid by Government; Mr. Forlong at the former and Mr. Savi at the latter provide for the receipt and delivery of letters.

397. How long is it since the contract system for carrying the mails was put a stop to?—The last contract was in 1837. The system was discontinued because the speed of the dawk had diminished, and it was thought that it might improve under direct management.

398. Has the speed improved since the discontinuance of the contracts?—No, it has not; but the reason is that the runners and uddadars have never been properly looked after, nor any proper measures taken to keep them to such a rate of speed as they can without difficulty attain.

399. What means are taken to obtain a higher rate of speed from the runners?—They are fined, suspended and dismissed; and the uddadars are also urged by the same means. Twice the postmaster has sent me at my own expense to Furreedpore to hasten the dawk, and twice in the direction of Calcutta. I succeeded on those occasions in bringing the Calcutta dawk in 16 hours, at the rate of five miles an hour, and the Furreedpore dawk in 12 hours, which is 4⅔ miles an hour. One mode of hastening the dawk would be to hire a man at each chokey to note the time; at present, there is only one uddadar to three chowkeys, and consequently it is impossible to detect where the delay occurs. When I went out to hasten the dawk, I established a man at each station, and the result was successful.

400. Are rewards given to the uddadars and peons if they exceed a certain rate of speed?—There

There is an order that they will get rewards if the rate of speed exceeds five miles an hour; but there is no specific rate of reward fixed, and no rewards have ever been given. The runners do not expect that they will get rewards, however fast they carry the mails. They fear being fined, but the fines are not fixed at any given rate; they are imposed arbitrarily, at the discretion of the postmaster. The peons on a whole line are fined without discrimination, though the delay may be the fault of the peons of one particular chokey. Even the time taken from udda to udda is not regarded, but the peons are fined along the whole line, from Jessore to Baraset, if delay occurs on that line, and in like manner on the other lines. If the peons of each chokey were dealt with separately, those who exceeded five miles rewarded, and those who came short of it fined, the dawk would be carried much faster. This might be easily managed, without any additional expense, by abolishing two of the chokeys between Calcutta and Furreedpore, and employing an uddadar at each chokey who should note the time of arrival in the telegraph.

401. Has any proposal of this kind been ever made to the Postmaster-general, or have any other means been suggested of expediting the dawks?—No; no means have been suggested or resorted to, except those I have already mentioned.

402. Have you any other measures to suggest for expediting the dawk?—Only on such days as the mails are overloaded on Overland and "Gazette" nights. The latter might be divided and sent in three different despatches; but for the former, and for the "Friend of India" newspaper, there is no remedy but the employment of an additional set of runners to carry the upward mails as far as Jessore. The additional expense of an extra runner at each chokey would be *Rs.* 40 a month. There used to be eight runners as far as Jingergatchea, but the eighth runner has been discontinued since Dr. Palmer became postmaster.

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403. How is the time kept on the cross roads where there are no uddadars?—We have no means of knowing anything but the time of starting from the nearest post-office, and the time of arrival at Jessore, and *vicè versâ*. It is impossible to say at what part of the road delay occurs. When delay occurs, the runners along the whole line are fined. There is a post-office at Doulutgunge, on the Nuddea road, to which the jurisdiction of the Jessore postmaster extends, and we know the time taken by the dawk between Jessore and that place.

404. At what hour are the dawks despatched to Khoolna, Nuddea and Jenada?—The Khoolna and Jenada dawks are despatched on the arrival of the Calcutta mail. They are prepared beforehand, and are despatched with the mails from Calcutta without delay, just in the same way as the mails to Furreedpore. Inside packets from Calcutta and Dum-Dum, forwarded in the Jessore packet, are not sent on till the following day.

The Nuddea packet is despatched every evening at seven o'clock in the hot weather, and six o'clock in the cold weather. It always goes regularly, whether the Eastern dawk has come in or not.

405. Do the uddadars along the Calcutta road receive letters for the post?—Some of them do; those who are near police thannahs. They are only permitted to take bearing and service letters. There are only two uddadars, viz. those at Sursoonah and Mahomedpoor, who are authorised to do this. They are authorised to make up packets of bearing and service letters for any station. I believe they keep Bengalee registers, but I have never seen them. Letters received by uddadars in this manner will not appear in the form B. circulated by the commissioner. Letters come to Jessore from these uddas, and also from uddas in other districts, such as Nowabgunge, Mooncat, and Hurreerampore in the Dacca district. Letters sent from an udda to any post-office will appear in return A. of that post-office. Service letters are sent from the Jessore post-office to uddas, and are registered. Post-paid and bearing letters are not sent to the uddas. The service letters sent to the uddas are not made into packets, but are tied up in bundles. Packets of service letters are also sent to the zemindaree dawk uddas along the lines of road in the district, and are received from those uddas. These are registered in the Jessore Post-office. On the Furreedpore road there are two such uddas, Sulkea and Lohagurh; on the Khoolna road one, Singhia; and on the Jenada road one, Kaloopoor. On the Nuddea and Calcutta roads there are no zemindaree dawk uddas. Bearing and post-paid letters are never sent to the zemindaree dawk uddas, nor are such letters ever received from thence.

406. Have these packets sent to and received from the zemindaree uddas been included in the returns recently called for?—Not for the first three days of the month, but for the subsequent days they have. I will prepare a supplementary return for the first three days.

407. What in your opinion is the use of keeping up the registers?—The only use of keeping up the registers is in order that persons sending letters may be satisfied that their letters have been forwarded; and, if a letter is lost, that it may be ascertained whether the letter is lost in the office of despatch or receipt. The registers also enable the postmaster of each station to absolve himself of responsibility in case of a letter being lost.

408. How many inquiries are made for missing letters during a year?—Not more than five or six.

409. And how many letters pass through the Jessore Post-office in a year?—Upwards of a lakh and 25 thousand letters and newspapers pass through the Jessore post-office in the course of the year.

410. Does the registry afford the means of tracing and recovering a missing letter?—No; it enables us to trace it from the office of despatch to the office of receipt, but it does not enable any one to recover a letter which has been made away with, or even to discover the

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person who has made away with it. Letters which have been mis-directed or mis-sent may be traced by means of the registers, but not letters which have been stolen.

411. Do you conceive that for the sake of tracing five or six missing letters, it is worth while registering 125,000?—The registers afford protection to the dawk moonshees, and enable them to reply satisfactorily regarding any letter that may be missing; but to the Government and to the people they are of no use. On the other hand, they are a source of expense to Government, of great trouble to the establishments, and of great delay in the despatch and delivery of the mails. It would in my opinion answer every useful purpose if the registers set forth the number of each kind of letter, and the weight and postage of the bearing letters.

412. Do you consider that if prepayment of postage was compulsory in all cases, persons who now write would be induced to write less frequently than they now do?—No, I do not think so; I believe that just as many letters would be written as at present, and it would in many respects be a great convenience to the department. Two registers and sets of accounts would be dispensed with, and the Post-office would not then have to carry a number of letters, as it now does, which are refused for payment of postage. A large number of letters are now refused for postage, and it would be better for the Post-office if those letters were not written; for even if the postage is eventually recovered from the sender, the letter will have been conveyed twice the proper distance, and will have cost the Post-office a comparatively large sum in the trouble of endeavouring to deliver the letter to the addressee. I do not think that the people would object to a compulsory prepayment.

413. Do you consider that the present rates of postage prevent people from writing as many letters as they would if there were an uniform postage of one anna for all distances?—I cannot say what effect it may have on English residents who have correspondents at a distance, but I do not think the correspondence of the inhabitants of Bengal is much affected by the present rates of postage. The great majority of letters from this place go to Calcutta and other places within 100 miles; and if the postage to more distant places was ever so much reduced, there are very few residents of this district who could take advantage of the reduction. Very few indeed have connexions, either social or commercial, at a greater distance from the station than one or two hundred miles.

414. How many delivery peons are there attached to the Jessore Post-office, and how far does the delivery extend?—There are two delivery peons, and they do not go further than the town of Jessore, which does not extend more than a mile from the post-office in any direction. If there are letters for places more distant than that, they are sent by hired peons who charge one, two, three or four pice in addition to the postage, according to distance. The hired peons take out letters every day, but they do not go more than four or five miles from the station. Letters intended for persons at a greater distance from Jessore are generally directed to the care of some person living in the town. Most of the indigo planters send their own hurkaras to the post-office for their letters, and these hurkaras take away letters directed to other persons living in the same neighbourhood.

415. Are many letters refused for postage in this district?—Yes, about one-eighth of all the bearing letters received are refused. They are all sent to Calcutta as unclaimed letters.

416. Why are these letters not sent to the places from which they come, with a view to the recovery of the postage?—They used to be so sent, but they almost invariably come back again with a return that the sender could not be found. Now, for the last year they have not been sent back, but have been included with the dead letters and sent to the General Post-office. The number of letters refused for postage is much greater than of those whose owners cannot be found. The reason why the refused letters have not lately been returned for recovery of the postage from the sender is that the establishment have not had leisure for the purpose. It is less trouble to send them all to Calcutta than to send them to all the post-offices from which they came.

417. Is the postmaster aware of this change in the practice of the office?—I think not; it has not been reported to him. But as the refused letters used to be sent back with a list which the postmaster signed, and he has not signed any such lists lately, he may be aware of it.

418. How many letters are sent in a year to the General Post-office as unclaimed?—In the first six months of 1848 the number of unclaimed letters, including letters refused for postage, sent to all parts of the country, was 796. I suppose the number is about 1,600 a year.

419. By the Postmaster-general's circular of the 23d June 1848, postmasters are required to open all letters refused for postage, and return them to the sender. How far has this order been observed?—The order has not been observed in regard to native letters. At first a few were opened and returned, but they all came back again, the postmasters not being able to find the senders. Since then they have been included with the unclaimed letters, and sent to the General Post-office. English letters refused for postage are opened and returned.

420. How long is it since you sent any unclaimed letters to the General Post-office?—The unclaimed letters have accumulated since October; the establishment has not had leisure to send them.

421. How long do letters remain in the hands of the peons for delivery?—English letters for two or three days, and native letters to the end of the month, when the peadahs render an account of the postage due upon bearing letters delivered to them, and return those of which the addressees cannot be found. The peons pay in the postage collected by them every week, on account, and they make up their accounts every month.

422. How is the postage due on unclaimed letters passed in account?—A list of unclaimed letters is sent with the letters to the General Post-office. This list is countersigned by the Postmaster-general, and sent to the civil auditor, who passes it, and returns it to this post-office. The audited bill is the voucher for the remission of postage due on unclaimed letters. The postage due on unclaimed bearing letters not yet sent to the General Post-office is still

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in inefficient balance, or rather in the balance shown in the memorandum of bearing postage at the foot of the monthly cash account.

423. Are any postage accounts kept at the Post-office with private individuals?—Only with a few gentlemen at the station, such as the judge, collector, and civil surgeon; a bill is made out against them at the end of the month. But this is not a Government account. I pay into the Treasury all postage on letters received or sent by these gentlemen before the end of each month, and recover it from them afterwards. The transaction is between me and them, and I do it to oblige them.

424. But do you not pay the postage on the very day on which such letters are delivered, or posted?—No; I pay it towards the end of the month, before the accounts are made up. If I were not to do so, the amount would appear in the accounts as "Cash in hand;" and if large, the accountant would require an explanation of the circumstance. Formerly an account of this kind was kept with all the European residents at the station, and with many of the indigo planters in the district; but the present postmaster has put a stop to the practice except in the above few instances.

425. Have you a list of all the books, registers, and accounts kept in the office?—I have not; but I can prepare one in the course of the day.

OBSERVATIONS of Dr. C. *Palmer*, the Postmaster of *Jessore*, upon the Statement of *Ramkomar Mookerjea.*

WITH reference to the moonshee's answer to Question 392, I am not aware that the runners carry the dawks on a pole between them; but I believe that they carry them on such occasions either on their heads, or strung across the shoulders in the way that banghies are usually carried.

The Magora dawk was detached from Sursoonah, (about two miles this side of Boonaghatty) until lately, when a post-office was established at Nohatta. Since that, the Magorah dawk is detached at Nohatta.

On the Jenada line all private banghies are carried by the dawk runners, and service banghies by hired men.

The packets which are sent to Jessore inside the packet from Dum-Dum, and have to be detained here a day, might without difficulty be sorted at Dum-Dum, and sent on in the wallets as separate packets, instead of being sent inside the Jessore packet.

The mails from Midnapore and Cuttack, which are enclosed in the Calcutta packet, are for Jessore, and not for stations beyond Jessore. The forward packets from Calcutta for Chittagong and other stations to the eastward are enclosed in the Dacca packet.

It would be less trouble to this office if packets for stations to the eastward were sent on separately, instead of being included in the Dacca packet, and it would save the Dacca postmaster the trouble of separating them and despatching them again.

The packets for the eastward are made up at 12 o'clock; but as the Calcutta dawk is always from two to three hours at least later than that, the dawk is not finally closed until about 3 P.M., up to which time all letters are received.

The dawk from the eastward comes in at about 2 or 3 P.M. in the cold weather, and then the Calcutta mails are not made up until the eastward dawk arrives.

From Jessore to Khoolna is 44 miles; to Jenada 30 miles. The portion of the road to Kishnagur under the Jessore Post-office, as far as Dowlutgunge, is about 22 miles. From Nohatta to Magorah is about 12 miles.

What the moonshee has stated in regard to the punishment of runners along the whole line of road is only partially correct. The time of the arrival of the mails at Bongong is noted in the telegraph. If the delay occurs on the other side of Bongong, the runners there are fined; if the delay occurs on this side of Bongong, the runners on this side are fined.

I believe that the Bongong uddadar (who is also the dawk moonshee), and the uddadars in general, do not state the correct time. Their inclination always is to state an earlier hour than the real one, in order to make it appear that the dawk from Calcutta is carried faster over the line under their jurisdiction; and, *vice versâ*, their tendency is to enter a later hour in the telegraph of the return mail. This evil would be diminished if there were a person to mark the time at every chokey.

I consider the chief cause of the delay in the dawks to be the circumstance that the hurkaras do not reside at the chokeys, but in the nearest bazar, which may be a mile or two off, or even more. It frequently happens that when the dawk arrives at a chokey the hurkaras are not in attendance; and then either the tired hurkaras must carry on the dawk, or, as is more generally the case, the dawk is delayed till the hurkaras return to the chokey. This practice would be prevented if there were an uddadar at each chokey. I think two chokeys might be abolished along the whole line between Calcutta and Furreedpore, and the pay of the runners appropriate to remunerate extra uddadars. The length of each dawk would only be about half a mile more than it now is, and would not exceed six miles. But the locality of the chokeys all along the line would have to be altered.

The Calcutta and Bengalee Gazettes might, without inconvenience, be sent by the banghy, which always arrives but a few hours after the dawk, and occasionally at the same time. There are also many service-packets which might with great advantage be sent by banghy.

The eighth runner on the Calcutta line was employed nominally as a banghy-burdar, but really in bringing up the "Bengalee Gazettes" once a week, and in assisting to bring the mails on other days; but I did not find that the mails came any quicker for this arrangement, and I thought it better to employ a hired man to bring up the "Bengalee Gazettes" once a week.

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I quite agree with the dawk moonshee in considering the registers not only useless but pernicious. The only use of them is to enable one postmaster to shift the blame of a missing letter upon another, without assisting in any way towards the recovery of the letter. I consider that the sooner the registers are abolished the better.

I am disposed to think that compulsory prepayment of postage would at first slightly diminish the number of letters posted, but not to the extent to which the Government now suffer from conveying bearing letters which are rejected unopened.

In a very short time, when the people became accustomed to prepay their postage, I believe the number of letters would not be at all less than before.

I agree with the moonshee as to the effect which a reduction in the rates of postage would have on the correspondence of this district. A very small proportion of the correspondence is carried on with places distant more than 100 miles, nor have the inhabitants of the district generally occasion to correspond with more distant places.

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Baboo Greedhur Sein.

426. You are the agent of Baboo Ramruttun Roy, of pergunnah Mahomed Shahy?—I am.

427. Where does he principally reside?—He resides at Nurraul in pergunnah Nuldee, thannah Sulkea. He owns extensive zemindaries in Jessore, Nuddea, Pubna, Furreedpore, Dacca, Backergunge, Rajshahye, Hooghly and the 24 Pergunnahs. He also has a zemindaree in Benares. He pays a revenue of about *Rs.* 2,50,000 a year to Government, and enjoys an income from rent exclusive of that, of about *Rs.* 4,00,000, exclusive of the profits of indigo factories and other merchandize; his residence is about 20 miles from Jessore.

428. Has the Baboo, your principal, an extensive correspondence through the Post-office?—He has; all his letters, when he resides at Nurraul, come *viâ* Jessore, and the number received for him varies from 5 to 50 a day. Most of his letters come bearing postage, and for these he pays from *Rs.* 18 to *Rs.* 20 a month. All letters he writes are sent bearing postage.

429. How are the Baboo's letters conveyed between Nurraul and Jessore?—Every day a pedah takes the letters from Jessore to Nurraul, and another brings the Baboo's letters to Jessore to be posted. One peon goes the whole way. In the rainy season, a portion of the distance has to be performed in a boat. The pedah is the Baboo's servant, and takes no other person's letters but his.

430. Where is your home?—My residence is at Kuleer, in thannah Lohurgurra, about 14 coss from this.

431. How do you correspond with your family?—By means of special messengers. The cost of a special messenger is from 8 to 10 annas.

432. Are there many other persons, like yourself, who reside at Jessore, but whose homes are at a distance from the sudder station?—Yes, there are several who come from the immediate neighbourhood of my village; and there are at least 300 persons employed at the sudder station as vakeels and amlah, whose homes are in the interior of the district.

433. Do you consider that if facilities were given for the receipt and delivery of letters in that part of the district, that the people would avail themselves of them?—I do not think that a post-office established in that neighbourhood would pay its expenses, but if pedahs were attached to the Jessore Post-office whose duty it should be to take letters into the interior of the district without making any extra charge, and who would also receive letters, and post them at the sudder station, then I have no doubt numbers of persons would write by the post, who now cannot do so because of their distance from the nearest post-office.

434. Do you think that the public would object to compulsory prepayment of postage?—They would not object; but I dare say it might lead to a diminution in the number of letters sent by post, as many might be induced not to write a letter by the necessity of having to pay for sending it. It would make no difference in the Baboo's correspondence whether it was sent bearing or post-paid. If it made any difference, it would be to poorer people corresponding with their relations. Letters which are written on business would no doubt continue to be as numerous as they now are, but letters of civility between friends would probably diminish.

435. If the zemindaree dawk were available for sending private letters to the Post-office, would the people avail themselves of it?—Yes, I have no doubt they would, if the zemindaree dawk be properly regulated by Government officers. It would be a great convenience to people residing in the interior of the district, but if they resorted to the zemindaree dawk, the number of letters posted at the sudder station might perhaps fall off.

436. Do you think people would object to the use of stamps as a substitute for money payment?—No, I can see no objection to their use. I think they would be readily understood; but I can offer no decided opinion on this point, having never given my attention to it.

25th *July* 1850.

Petumber Mookerjee.

437. What situation do you hold in the General Post-office?—I am a writer in the Miscellaneous department. I have held the situation since 1846. Before that I was a sorter in the Letter Mail Despatch department. My duty then was to sort service letters.

438. Is it your duty to receive from the Calcutta delivery peons all refused and unclaimed letters?—

letters?—It is my duty to receive from the peons all unreclaimed and refused country letters. There is a clerk in the Ship and Steam department, who receives unclaimed and refused ship and steam letters; his name is Bholanath Mitter.

439. When you receive such letters from the peons, what do you do with them?—If they are to be forwarded, I enter them in a book called the Forward Register, and make them over to the examiners in the Despatch department. If they are made remaining, I enter them in the remaining register, and make them over to Mr. Starling. Bearing letters refused for postage are returned to the sender, and entered in the forward book.

440. Are all native letters which are refused for postage returned to the senders?—Whenever I know that letters are refused for postage I return them to the sender; but parties unwilling to receive letters of this kind generally make a request through the peons that the letters may be made remaining, and lie in the General Post-office until they have money to pay the postage. All such letters are made remaining, but a great many of them are never called for; I do not consider myself justified in refusing to comply with a request of this kind. A letter once made remaining is never opened and returned to the sender. It remains with the unclaimed letters, and after 18 months it is opened and destroyed.

441. Then upon such letters no postage is ever realized?—No, never.

442. Is it in your power to make any letter you like remaining?—Yes, it is; no check is exercised over me in this respect, as the letters sent into the unclaimed letter office are never re-examined. Only those letters which afterwards happen to be claimed are taken out of the bundle, and returned to the parties claiming them. The rest are never looked at; but it has been recently ordered that a list of them is to be published in the "Gazette." I am now speaking of native letters. English letters are examined by Mr. Starling after I have made them over to him.

443. What do you do with letters which you consider should be returned to the sender as refused?—I make them over to Mr. Starling, and he takes them to the Deputy Postmaster-general, who opens them and returns them to me to be forwarded.

444. What particulars do you enter in your registers of forward and remaining letters?—I enter the date of despatch from the Mofussil Post-office, the peon from whom the letters are received, their number and weight, the name and address, and the postage due on those which are bearing.

445. How is the postage due on remaining and forward letters accounted for?—A clerk in the Record department, named Moteelal Banerjea, takes a daily account from my book of the postage due on these letters, and gives the peons credit for the same in their accounts, which he keeps. The buxsee also takes a similar account every day from my book, and gives the peons credit for the same in the Bengalee accounts of the Cash department.

446. What proportion of the native letters returned to the General Post-office are letters of which the addressees are found, but which are made remaining for their convenience?—I cannot exactly say; but I think about one quarter of the whole number.

447. Are you in the habit of questioning the peons as to the reason of such letters being returned?—Yes; I always ask the peons why they bring the letters back; but I know that, whatever they say, I shall be obliged to make the letters remaining.

448. What do you mean by your last answer?—I mean that the peons will always assign such excuses for not delivering the letters that it is impossible for me to return them as refused letters, or to do otherwise than make them remaining. They very seldom will say that a letter is refused for postage.

449. Are you aware of the circumstances connected with a remaining letter addressed to Moulavy Ahmed, regarding which I inquired at the General Post-office some days ago?—No, I am not.

450. When native letters which have been made remaining are claimed, by whom are they delivered to the claimant?—Mr. Starling searches for and delivers English letters, but he makes over the duty of taking out and delivering native remaining letters to me. Mr. Starling keeps a separate book of country remaining letters both English and native, and when I deliver a remaining letter to a claimant I make the proper entry in this book. If any postage is due upon a letter so delivered I receive it, and make it over to Mr. Starling.

451. Is it not practically in the power of the peons to determine what letters shall be entered as unclaimed and what returned to the sender as refused?—It is so in regard to native letters.

452. By whom are your books checked?—They are checked daily by Mr. Botellho, the superintendent, who signs his name to the entries of each day. The amount of postage due each day on forward and remaining letters is entered by me in figures and letters, and Mr. Botellho's signature is under this entry.

453. What is the use of your register of country table return letters?—Country table return letters are those which come from the Mofussil, but of which the delivery clerks do not know the addresses; these are made over to me instead of being distributed to the delivery peons. Those which are to be forwarded to any other station I make over to the Despatch department, and the rest are made remaining. A great many of these are refused letters returned from Mofussil post-offices to the sender; but as the senders or their addresses are not known at the General Post-office, they cannot be returned.

454. Such letters, then, are twice carried by the Post-office, and no postage is recovered on them?—Yes.

455. You also keep a book of banghy forward and remaining parcels?—I do; it is kept in precisely the same way as those of forward and remaining letters.

456. How do you dispose of banghy parcels refused for postage?—I take them to Mr. Starling, and act according to his instructions.

457. It is also your duty to keep the register of chowkey letters; that is, those posted at the receiving

receiving houses in Calcutta?—It is; I keep six registers, one for each receiving house. The letters are brought by the chowkey peons to the General Post-office about half-past four or five o'clock in a box with a list or register, and the amount of postage collected on paid letters. I then classify them according to the seven divisions of the Despatch department, and enter them in the register opposite to the stations to which they are directed, with the weight and postage of each. I then deliver them to the examiners of the seven divisions, who give me receipts for them. At the bottom of each day's entry, in the register of No. 6 chowkey, I give an abstract showing the number of post-paid and bearing letters received from each chowkey, and the postage due on them; this abstract is signed daily by Digumber Ghose, a clerk in the Accountant's department. The box is a locked box, of which I keep the key; it has a slit at the top through which the chowkey receivers put the letters when received by them. It is not in the power of the chowkey receiver to take out a letter once put into the box. The money is sent to the General Post-office by the peons (not in the letter boxes), and paid by them to the treasurer.

458. Have you many inquiries for missing native letters?—Yes, a great many; one or two almost every day. They are generally made by parties who have sent letters to the Mofussil, and do not hear of their safe arrival. Search is always made for such letters, and they are invariably found to have reached the office to which they were despatched, and generally to have been made over to the addressee, who has failed to acknowledge them.

459. Have you ever heard of a letter being lost in the Post-office?—Never; letters are sometimes mis-sent, but I never heard of a letter being lost, except when a whole mail has been robbed or dropped on the road, or sunk in the water.

460. Do you ever assist in the Ship and Steam department on the arrival of the Overland mails?—Only on the arrival of the steamers. I then assist in sorting and registering the letters to be forwarded to the Mofussil. This duty is generally performed on the day after the arrival of the steamer. It usually occupies me from 9 A.M. to 3 P.M. The business of re-directing the forward steam letters begins at an earlier hour.

27*th July* 1850.

Mr. *James Botellho.*

461. WHAT situation do you hold in the General Post-office?—I am superintendent and manager of the Banghy department. I have held the situation since October last, when I was appointed on the suspension of the former incumbent, Gooroopersaud Ghose. I was appointed for the purpose of inspecting the accounts of the department, and detecting the frauds supposed to have been committed. Previous to that I was employed in the General Post-office for four years, first as head director in the Shipping department, and afterwards as register with the Postmaster-general on his tour.

462. Did you receive any written orders to take charge of the Banghy department?—An order was passed in the Postmaster-general's order book, which details the reasons and objects of my appointment. The order is dated in August or September 1849.

463. Did you in consequence of that order inquire into the state of the accounts of the Banghy department?—Yes, I did; and I discovered some frauds which I brought to the notice of the Postmaster-general, by whom the parties concerned were sent to the police. Two writers and two delivery peons were convicted by Mr. Hume, the police magistrate, and imprisoned.

464. What was the nature of the fraud of which these parties were convicted?—Embezzlement of banghy postage. In some instances parcels received bearing postage were entered in the register as post-paid, delivered to the peons as bearing, and the postage realized and appropriated. In others the amount of postage in the peons' receipt book had been altered to a smaller sum, and the difference embezzled. These frauds were discovered after an examination of the accounts and books of the department for 1848, and sending for the original chellans from some of the Mofussil post-offices.

465. How came it to be suspected that frauds were practised in the department?—Mr. Taylor suspected that all was not right, and he set me to inquire.

466. Did you discover that any parcels had been opened, or made away with?—Only one instance of the kind was brought to notice, that of a parcel addressed to Captain Bignell, which was received in the General Post-office from Berhampore, but never traced out of it.

467. Did you report on all these cases to the Postmaster-general?—I reported the cases of fraud to the Postmaster-general, but this case of Captain Bignell I reported to the Deputy Postmaster-general. My reports are in the office.

468. Did you ever hear of the loss of a banghy parcel posted in Calcutta for Benares by the house of Tarachund Gunsham Doss?—Yes: it happened before I took charge of the department. I have since been told of it, but I know nothing of the particulars.

469. Did you ever hear of the loss of a parcel of stamp papers belonging to Government which was abstracted from the banghy?—Yes, I have heard of that also; but it happened before I joined the department, and hence I am not acquainted with the particulars.

470. Have any parcels been lost, or frauds perpetrated since you were appointed?—One case has occurred in which a parcel arrived from some station in the Upper Provinces, addressed to Mr. Chapman, a resident of Fort William. On the delivery of this parcel, which was supposed to contain a watch, no watch was found in it, but two pieces of broken tile. On my report, the Deputy Postmaster-general wrote to the postmaster of Benares, pointing out that this parcel, which was posted as weighing 13 tolahs, weighed only 8 tolahs on

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on its arrival at Benares, and requiring an explanation of the discrepancy. I do not know what has been done further in the matter.

Another case happened, in which a parcel containing Dacca muslin, despatched from the Furreedpore Post-office, was found on arrival at the General Post-office to have been opened, and some of the contents abstracted. The gunny or outer covering of the banghy bore the seal of the Jessore Post-office, and that seal was unbroken on its arrival in Calcutta. The Postmaster-general, on my report, wrote to the postmaster of Jessore, and to the addressee of the parcel (Mrs. Diago of Chandernagore); but I do not know what has been done further in the case.

There have been no other cases of fraud or loss (except the loss of a banghy by robbery in Jyepore) since I took charge of the department, nor have any other complaints regarding the banghy been made to the Postmaster-general.

471. What forms are observed in the despatch of a banghy parcel from the General Post-office?—When a banghy parcel is brought into the office, it is first taken to the weighman, who sits in the same room with me, immediately in front of me. The weighman passes the parcel through the scales, and marks on the parcel the weight and date of receipt, and also the postage on the bearing parcels only. The salary of the weighman is *Rs.* 12 a month. The parcel is then handed to the register, who receives and enters it in the register, calculates the postage, and gives a receipt to the sender. There are four register books kept; one for bearing parcels, another for bearing pamphlets, a third for post-paid parcels and pamphlets, and a fourth for service packets. The two registers keep the two first and fourth books, and I keep the third. The bearing and service registers show the name of the sender, but the post-paid register is in precisely the same form as the post-paid letter register. After the parcel has been registered, according as it is bearing, post-paid, or service, it is sent to the moonshee, who sits just behind the registers in the same room. The moonshee has the parcel stamped in his presence by one of the banghy bearers, and marks the weight and postage inside the stamp on each parcel. The moonshee then sorts them into divisions according to stations, and passes them on to the chellan writers. There are three chellan writers who are assisted by the clerk who keeps the service register. The writers enter the parcels in the chellans, which show the number and weight of the parcels, with the address, station, and postage of each. After the chellans are filled up, the entries are again compared with the parcels. The weighman then counts the parcels for each station, and makes them over to the packermen, with instructions as to the mode in which they are to be packed in the gunnies. He also gives a wooden ticket, bearing the name of the station which is to be attached to each gunny. There are three packermen who each receive *Rs.* 6 a month. As soon as they receive the parcels they count them again, and tell the number to the weighman. They then pack them up, and deliver them to the banghy bearers to be sealed. After being sealed, each gunny is weighed in my presence, and the weight entered in the despatch book. I keep two despatch books, one for the Western road, and one for all other routes. The despatch book shows the date of despatch, the number and description of packages, the station of despatch, the number of parcels in each gunny, and the weight of each in tolahs and in maunds. The weights of the gunnies are then entered in the telegraph, and the gunnies made over to the contractor's agent, or to the banghy burdars, as the case may be.

472. Do the packermen sit in the same room with you?—They sit in the same room, but in an inner compartment, divided from the part in which the rest of the establishment sit by pillars and a wooden rail. This part of the room is dark, and on cloudy days the packermen cannot do their work except by candle-light.

473. Does any person superintend the packermen while they are at work?—Yes; the weighman superintends them after 4 P.M., when the receipt of banghy parcels ceases, and the packing of post-paid and bearing parcels commences. Service packets are made up into gunnies during the day in order to expedite business, and while the packermen are engaged in that business no one superintends them.

474. When does the moonshee make over the post-paid and bearing parcels to the packermen?—Not until after 4 P.M., when the receipt ceases, except in the case of Benares, for which place a large number of gunnies have to be made up. In this case parcels are sent on by the moonshee to be packed into gunnies as soon as he thinks there are a sufficient number collected for the purpose. Those parcels are packed into gunnies by the packermen without any superintendence at all.

475. Do you consider that the packermen have opportunities of tampering with the parcels when employed in putting them up in gunnies?—I think they have. They are out of my sight, and when superintended it is only by the weighman. During the whole day I am fully occupied with the receipt of post-paid parcels and with the general business of the department, such as drafting letters, checking bills, furnishing replies to inquiries, and making reports. The other assistants in the department are also fully occupied from the time they come to office until they leave.

476. Have you ever brought this to the notice of the Postmaster-general?—I have represented to the Deputy Postmaster-general that the room allotted to the Banghy department is so small as seriously to impede the transaction of business; but I have never mentioned that, in consequence of the darkness of the room, and the separation of the packermen from the rest of the establishment, they have opportunities of tampering with the parcels.

477. How would you propose to remedy this defect in the arrangement of the Banghy department?—I ought to have a large room, well lighted, in which I could myself personally supervise the operations of the packermen, and where they would carry on their work in the presence of the rest of the establishment. I should be also glad to have a confidential assistant, whose special duty it should be to superintend the work of the packermen.

478. Are

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478. Are parcels posted one day ever kept until the next?—Yes; when they exceed the weight of a despatch. Thus, on the Western road, where there is a carriage for the dâk banghy as far as Burdwan, I am restricted to four maunds if there are no passengers; and if there is a passenger, to three maunds. All parcels above that weight go the next day. Heavy service parcels in excess of the weight are sent by extra banghies, which are laid along the road in the same way as dâk bearers are. I always despatch bearing and post-paid banghies first, and leave the service packets to the last. When packages accumulate to an extent beyond what the establishment can carry, I make a report to the Deputy Postmaster-general, who orders extra banghies to be laid. If they are for private packages, the expense is debited to the General Post-office; and if for service packages, to the department for which the service is performed. I do not allow packages to accumulate for more than two or three days before making a report for an extra banghy.

479. Where do the packages remain during the interval between receipt and despatch?—They are kept in the same room, in the inner compartment, within the railings, in which there is a door which is locked up. They are left lying on the floor packed in gunnies and sealed. No loose parcels are ever kept a single night. All are packed in gunnies every day before the office is closed. I lock the door of the inner compartment myself every evening, and leave the key with the sentry.

480. What forms are observed in the receipt of banghy parcels from the Mofussil?—If the gunnies arrive at night they are received by the jemadar on duty, and made over to the sentry. On my coming to office at 10 A.M., the gunnies are brought to my room by the banghy bearers attached to the office. I count and examine the state of them, and compare the number of gunnies with the telegraph, and occasionally weigh the gunnies to see that they correspond with the telegraph. The gunnies are then opened by the banghy bearers in my presence, and I compare the parcels contained in them with the chellans. I am assisted in this by a native clerk. Each of the parcels is then weighed and examined, and the postage checked, and any difference in weight or postage reported to the Deputy Postmaster-general. They are then counted and compared with the total of the chellan, and entered in what is called the jumma book. They are then taken by the registers, who sort them into service, post-paid, and bearing, and register them in their respective register books. The jumma book shows the number of parcels received from each station, the date of arrival, whether for Calcutta or forward stations, the amount of bearing postage, and the description of package, whether parcels, gunny bags, or boxes. There are two registers for Calcutta delivery, one for bearing parcels, and the other for service and post-paid. They show the office of despatch, the address of each parcel, the date of receipt, and the number of the peon to whom they are delivered. The bearing register shows also the postage due on each parcel. After the parcels have been registered, they are taken by the registers to the Letter Mail Receipt department, and then made over to the peons for delivery. Each parcel is then entered by the registers separately in the banghy receipt books of the peons to whom they are delivered, and the receipts given in these books by the parties to whom the parcels belong are examined by the registers the next day. The peons, before leaving the General Post-office, give an account to the bearing moonshee of the postage due on parcels made over to them for delivery, and the moonshee compares this amount with the total amount shown in the bearing register, and writes his acknowledgement of its correctness in the register. Parcels of which the addressees cannot be found are brought back to me by the peons, and after inquiry made remaining.

Parcels intended for forward stations are entered by the import registers in three register books: bearing, post-paid, and service; and they are then passed through the office in the same way as export parcels received.

After all the parcels have been registered, the registers receipt the return chellans, and insert any remarks I may have made in the chellan on the state of the parcels which it accompanied. The duplicate or return chellan is always sent by letter dawk.

481. Does it frequently happen that discrepancies occur in the weight and postage of banghy parcels received?—Yes, frequently, and every instance is reported to the Deputy Postmaster-general. If short postage is charged, a letter is sent to the postmaster of the despatching office, desiring him to recover the deficiency from the dawk writer by whom the mistake must have been made.

482. Do you keep any other books in the Banghy department?—Yes; a register of advice chellans received by dawk. This register is only for stations in the Upper Provinces, and is of considerable use, as all parcels from stations in the north-west are sent in the first instance to Benares, and are forwarded to Calcutta from thence with a transit chellan of the Benares Post-office. In making up these transit chellans mistakes frequently occur, and, were it not for the advice chellans it would be very difficult to correct them.

483. Would it not answer the same purpose to file these chellans, instead of entering them in a separate register?—Yes, it would, but one might be lost from the file, and then we should not know whether we had received it or not.

484. Are not these advice chellans also registered as service letters in the Letter Mail Receipt department?—Yes, they are; and they are made over to me by the superintendent of that department, to whom I give a receipt in a book kept for the purpose.

485. Can you give me a statement showing the post-offices to which you make up banghies, and the post-offices to which parcels despatched from the General Post-office are forwarded from thence?—Yes; I will prepare and submit such a statement.

3d August

3d *August* 1850.

G. McLaughlin, Esq.

486. You are Manager of the Inland Transit Company?—I am.

487. Where is the office of the company?—Its head office is in Calcutta, and it has branch offices at Benares, Mirzapore, Allahabad, Cawnpore, Allygurh and Meerut.

488. What is the nature of the company?—It is a joint stock company. The value of the shares is not fixed, but the capital required to carry on the concern is furnished in certain proportions by the three partners who compose the company. I am one of the partners.

489. What is the sphere of the Inland Transit Company's operations?—At present the company undertakes to convey goods and passengers between Calcutta and Meerut *viâ* Benares and Allahabad, and from Benares to Mirzapore. From the 1st October next it is contemplated to extend the operations of the company to Ghazeepore, by a branch from Akoree.

490. In what description of vehicle are the passengers and goods conveyed?—Passengers are conveyed in palanquin carriages drawn by one horse over the greater portion of the road, and over some parts by two. These carriages are capable of accommodating two passengers, besides the coachman and syce. Goods are conveyed in light carts similar to the mail cart used by the Government contractor. The palanquin carriages were built expressly for the purpose, but we find they are too heavy. It is doubtful whether any four-wheeled carriage on the main trunk road will pay its expenses; at all events until the road is completely bridged and put in order, and that portion of it between Hooghly and Burdwan raised to a higher level.

491. What description of horses do you use for the conveyance of the carriages and carts? —Our own horses are chiefly undersized stud horses, and the remainder country-bred horses; in fact, the larger description of tattoo. We use our own horses from Calcutta as far as Shergotty; beyond that they are furnished by sowars, to whom we pay a certain rate for the use of them. We depend upon sowars throughout the Upper Provinces; but in Bengal people are not found to supply horses on hire, and we are obliged to keep our own.

492. How often do the company's carriages leave Calcutta?—In the dry weather, either a passenger carriage or a parcel cart starts from Calcutta every day; but in the rains not so frequently. We dissuade passengers from going by our conveyance during the rains, as the difficulties and annoyance are so great, owing to the obstacles presented by the bad state of the roads, that we would rather lose the passengers than run the risk of being blamed for their disappointment.

493. What speed have you hitherto attained with your passenger carriages?—In the cold weather we have accomplished the distance to Benares in three days; but, as I observed above, our arrangements have hitherto been, as it were, experimental; and, as I am now satisfied that four-wheeled carriages will not answer in Bengal, I have determined to substitute buggies between this and Shergotty, and am already making arrangements to transfer the carriages to the Delhi line. I have no doubt whatever that when our arrangements are complete we should be able to bring the mail from Benares to Calcutta in 40 hours, but it will never answer to carry passengers and the mails in the same conveyance.

494. What are the particular obstacles on the trunk road to which you refer?—The low level of the road between Hooghly and Burdwan, which renders it always liable to inundation in the rains; the want of bridges over some of the principal streams, and the general want of supervision along the whole line. I have travelled several times along the road during the present year, and can say that proper means are not taken to keep it in repair. Loose material is thrown down roughly for miles, and not rolled for days together, and left in that state till well saturated, in order to diminish the labour of breaking it. I came down from Cawnpore by the trunk road in July, and found it in this state at several places all along the road. Between Benares and the Kurrumnassa the road is a perfect swamp, with large heaps of kunker on either side, which must have lain there for years, as they are covered with grass and weeds. The approaches to several of the larger bridges have not been metalled, some of them from a quarter to half a mile in length. In the Dooab very great attention is paid to the roads, which run from station to station. The civil officers there look after them, and if they are out of order report upon them to the Government; but between Burdwan and Benares the road runs through a country where there is little traffic, and at a great distance from the stations of the civil officers, and hence they are not looked after.

In the Upper Provinces, if a complaint of the state of the road is made to the engineer in charge of it, it is immediately attended to, and frequently the engineer will go himself to the spot to ascertain the nature of the obstruction, and see that it is removed. In this way very extensive breaches in the road are repaired without delay; but in Bengal the same attention is not paid to the complaints of the public, nor the same promptitude used in remedying defects in the road when pointed out.

495. What is the length of the stages at which relays of horses are kept by the company? —Six miles.

496. Did the company tender for the conveyance of the mail along the trunk road to Burhee on the recent expiry of the contract?—No; we have not yet made any tender for the conveyance of the mails. We could not tender until our arrangements were complete; and we would not enter into a contract for the conveyance of the mails, unless we could have the whole

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whole line of road between Calcutta and Benares. I am convinced now that we could convey the mail from Benares to Calcutta in 40 hours for seven months; and for the rest of the year, except at the height of the monsoon, we could average seven miles an hour along the whole line.

497. You are aware that a contract for three years for the conveyance of the mails between Calcutta and Burhee, and of the banghies between Calcutta and Burdwan, has been made with Mr. Atkinson?—I was not aware that the contract has been closed; but if that be the case, of course we shall not tender until that contract expires.

498. Have you seen the carts used for the conveyance of the mails in the Upper Provinces?—Yes, I have; they are light carts, of a superior description to those used in Bengal between Benares and Calcutta. But then the Post-office in the North-western Provinces pays much higher for its contracts than the Bengal Post-office; though, in fact, the expense of carrying the mails in Bengal is much greater, owing to wear and tear over a bad road, the greater mortality among horses, and other circumstances.

6th August 1850.

Khadim Hosein.

499. You are a delivery peon of the General Post-office?—I am; I have held the situation for the last four or five years. Previous to that I was employed as a pressman by Messrs. De Rozario and Co., and I also kept a cloth shop in the Burra Bazar.

500. Where is your home?—At Burar, in the district of Burdwan, about ten miles to the south-west of Pundooa.

501. How came you to be appointed a delivery peon of the General Post-office?—I had a brother a delivery peon, and I used to assist him and work as his substitute when he took leave of absence. When I had learned the business, and a place fell vacant, the inspector, Mr. Johnson, asked me if I would accept it. I did so, and deposited *Rs.* 50 as security. He then reported in my favour to the Postmaster-general, and I was appointed.

502. What wages do you get?—Eight rupees a month.

503. Besides this, do you receive any other perquisites?—Yes; at the time of the Poojahs the wealthy native gentlemen give me a present, but in the year this does not amount to more than *Rs.* 2 or *Rs.* 3. I receive no other perquisites.

504. What division do you belong to?—I belong to the fourth division, and my number is 20.

505. What are the limits of your division?—It extends north from Moorghyhatta-street and Colootollah, and includes the whole native town in that direction. At the western end of Moorghyhatta-street the southern boundary of the division takes a north westerly direction, and meets the river at the Armenian Ghaut. To the eastward, where the continuation of Colootolla meets Amherst-street, the boundary line takes a northerly direction to the Alms-house, which it includes, and then runs to the north east until it meets the Circular-road at the point where it is crossed by Machooa Bazar-street. From that point all to the north and east is in the fourth division, and all to the south and east is in the sixth division.

506. How far does your delivery extend beyond the limits of the town?—It includes Chitpore, Burranagur, Cossipore, Ooturpara, Paukpara, Beerpara, Belgachea, Ooltadanga, Baggmaree, Kankurgacha, and Narkooldanga. It extends about five miles in a northerly direction from the General Post-office, and about four miles in a westerly direction.

507. How many peons are there in your division?—There are six peons in my division.

508. How many of these take out the letters of the first, and how many of the second delivery?—Three of them always take out the letters of the first delivery. On some days one, and on other days two of these return before the second delivery takes place. The letters of the second delivery are taken out by all the peons of the division, including those who have returned from the morning delivery.

509. How are the letters of the first delivery divided among the three peons who take them out?—Only letters addressed to English residents, and the native gentlemen who reside in their own houses (ghurwallas). No Bengalee letters go out by the first delivery, because the persons to whom they are addressed are not at their shops early in the day, and neither can the letters be delivered nor the postage due on them be realised. The peon who carries letters in the morning to Cossipore, and other places beyond the Circular Canal, takes also the Bengalee letters addressed to persons residing there, because he remains absent on his delivery the whole day, and can distribute the letters to those persons in the course of it.

510. Does the same peada always take letters to Cossipore and other places beyond the canal?—No; we take it in turns.

511. Does the peada who goes to Cossipore with the early delivery take letters to Belgachea, Narcooldanga, and other suburbs to the eastward?—No; there is no morning delivery in those places. The reason is that there are no wealthy people in that direction, and very few letters to be delivered. The morning delivery beyond the town only includes Cossipore, Paukpara, and Baranugger. The residents of the other suburbs in the fourth division only get their letters by the afternoon delivery.

512.

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512. When does the peon, who takes letters to Cossipore and its vicinity in the morning, return to the General Post-office?—Generally about 8 or 9 P. M. Sometimes when there are very few letters to deliver, he returns by 7 P. M., and sometimes not till the following morning.

513. How are the letters divided between the two peons who take out the town letters at the morning delivery?—All letters addressed to places to the eastward of the Chitpore-road are delivered by one peon, and all to the westward by the other. One of them takes the east side of the Chitpore-road, and the other the west side.

514. Are all the Cossipore letters invariably taken out at the first delivery?—Almost always; and then those which arrive at the General Post-office after 9 A. M. are not delivered till the following day. But sometimes when the dawks are delayed, and only a few of them have come in in time for the morning delivery, then the letters for Cossipore and its vicinity are not sent out by that delivery, but the peon remains with them at the Post-office till 3 P. M., when the rest of the mails have come in and the letters are given out for the second delivery.

515. On what principle are the letters of the afternoon delivery divided among the peons of the division?—Each peon has a particular part of the division in which he delivers letters, and according to that arrangement the letters are divided amongst them.

516. Where is your beat?—My beat includes the Burra Bazar, and extends from the Armenian Church, northward, to Patoorea Ghatta-street.

517. Is not the Burra Bazar in the third division of delivery?—The peons of the third division only deliver Nagree letters in the Burra Bazar; but I have to deliver Bengalee letters there.

518. Do the peons of the third division deliver Nagree letters throughout the limits of your division?—No; they only deliver Nagree letters addressed to merchants in the Burra Bazar, in Armenian-street, and in Coolootolla. There are very few Nagree letters to be delivered beyond those places, and such letters we deliver.

519. How long does it take you to deliver the letters in your beat?—If I leave the General Post-office at 3 P. M., I finish my delivery at from 6 to 8 P. M., according to the number of letters I have to deliver.

520. What number of letters have you daily to deliver?—The number varies very much. Sometimes I have as many as 100 to deliver; sometimes not more than 40.

521. What is the proportion of paid and bearing letters delivered in your division?—About half and half; sometimes more of one, sometimes of the other.

522. Is there greater delay in the delivery of bearing than of paid letters?—Very much greater. Paid letters are delivered at once without trouble; but I have to wait five minutes at least, and sometimes a quarter of an hour, or even more, before I can get payment for a bearing letter.

523. What proportion of the letters in your beat are returned to the General Post-office?—Not a very large proportion. Sometimes none are returned, and very seldom more than two or three in a day.

524. What are the causes of their being returned?—Sometimes the person to whom they are addressed has removed his residence, and sometimes no trace of the addressee can be found. These letters are returned to the General Post-office, and made remaining. Sometimes letters are refused for payment of postage. The addressee sees from the cover that it is sent by some one from whom he does not care to hear, and refuses to pay the postage. If a letter has once been opened the postage must be paid. These letters are also taken back to the General Post-office, and made remaining.

525. Are not such letters opened at the General Post-office, and returned to the sender for the recovery of the postage?—This practice is in force only with regard to English letters. Native letters refused for postage are never returned. The native letters refused for postage are put with the unclaimed letters.

526. To whom do you deliver up the returned letters at the General Post-office?—I take them to Petumber Mookerjea with the register books. He compares each letter with the entry in the register, and takes the letters, with the register, to Mr. Botellho, the superintendent. Mr. Botellho puts his initials on each letter, and opposite each entry in the register. Petumber Mookerjea then enters them all in a book which he keeps, and having given me credit for the amount of postage due on those which are bearing, he delivers them all over to Mr. Starling.

527. Does Petumber Mookerjea question you in regard to each letter; that is, does he inquire of you the reason why it cannot be delivered?—Yes, he asks this in regard to each letter; and, indeed, the peons write upon the face of all Bengalee letters the reason why they cannot be delivered. They do not write anything of the kind on English letters which cannot be delivered, but explain verbally the circumstances of each to Mr. Starling.

528. You mentioned above that each peon had his own beat in your division. How are letters delivered which are addressed to persons within the beat of the peon who goes daily to Cossipore?—The peon who goes to Cossipore takes the letters of his own town beat which are ready for the morning delivery, and delivers them on his way before he goes to Cossipore. Letters for that beat which arrive during the day are not distributed till the next day. This causes a delay of two or three hours before he gets to Cossipore.

529. Is there an accelerator to convey the peons to their beats in your division?—No, there never has been one. There is one that goes to Garden Reach, and another to Bhowanypore. These are the only two accelerators.

530. Would the employment of an accelerator assist the delivery in your division?—Yes; it would expedite the delivery, and greatly relieve the peons.

531. Who

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531. Who is the inspector of your division?—Mr. Morris.

532. What is the nature of the inspection he exercises over the peons?—He keeps a book of our attendance at the General Post-office, and takes an account of our postage collections to see that there is not more than a certain amount of bearing postage due upon letters made over to us for delivery. He also examines our receipt book of service letters to see that they have been duly delivered.

533. Does the inspector of your division ever go about the town to see that the peons are at their duty?—No, never; but if any one refuses to pay postage for a letter delivered to him, I complain to the inspector, and he then proceeds to the spot and endeavours to compel payment. It frequently happens that those who dispute the demand of a peon will agree to pay what the inspector says is due from them.

534. Do you deliver all the letters entrusted to you with your own hands, or do you ever delegate the duty to others?—I deliver all the letters with my own hand, and never employ any one else to do it. I believe that all the other peons do the same.

535. Are there not persons in attendance who assist the delivery peons with the view of learning the business, and in expectation of getting employment?—Yes, there are such persons, but they are not entrusted with the delivery of letters. They go out with the peons in their beats, and see how the letters are delivered, and then on a vacancy they are qualified to succeed.

536. Can you read English addresses?—No, I cannot. I can read no addresses but Bengalee. Some of the peons by constant habit are able to make out English addresses.

537. Can you not read Persian and Hindee addresses?—No, none but Bengalee.

538. Do the peons report the conclusion of their delivery at the General Post-office?—No, they do not. Those who take out the morning delivery return again to the General Post-office for the afternoon delivery, but do not formally report themselves. After the afternoon delivery all the peons go to their houses. We are obliged to be in attendance at the General Post-office at 9 A.M. every day. The peons of the divisions to which the accelerators go are obliged to come back by the accelerator; if they fail to do so, the inspector reports them to the Deputy Postmaster-general, and they are fined.

539. Have you always been in the fourth division?—No. When I first entered the service I delivered letters in the direction of Mirzapore, where letters are now delivered by the peons of the sixth division. At that time the arrangement of divisions was different from what it now is.

540. Are there many steamer letters for delivery in your beat?—No, not many, but there is always a special delivery of them in the morning after the steamer arrives. When the steamer arrives I am obliged to desist from my daily delivery, and return to the Post-office to receive the steamer letters as they are delivered. It is the same with the Bombay overland mail. The steamer never arrives in the night or early in the morning before office hours; but when the Bombay mail arrives at such times, one of the Post-office peons goes round to the houses of the delivery peons and summons them to the Post-office.

541. Is there not an order of the Postmaster-general that the delivery peons should reside on the Post-office premises?—Yes, there is, but it has never been enforced; all the peons live as near the Post-office as they can, where cheap lodgings suited to natives of their rank in life are to be had.

542. Where do you live in Calcutta?—Near Tuntunea Bazar, about half a mile from the General Post-office.

10*th August* 1850.

Jumeeruddeen.

543. You are a delivery peon of the General Post-office?—I am; I have held the situation for 14 or 15 years; I receive *Rs.* 8 a month; my home is at Bullia Adampore, in the Howrah district.

544. What division do you belong to?—The sixth division; my number is 26.

545. What are the limits of your division?—The northern boundary of my division extends from the corner of Tank-square, along the Bow Bazar, to Chattawallah Gully; thence it takes a northerly direction to Colootollah and thence easterly, to the corner of Amherst-street, where it again takes a northerly direction as far as the Missionary premises at Mirzapore. The boundary then goes north-east, until it meets Machooa Bazar-street, where it finally takes an easterly direction along Rajah Ram Lochun's road to the eastward.

From the north-east corner of Tank-square the boundary goes along Old Court House-street, Esplanade-row, Chowringhee-road, and down Jaun Bazar-street to the Circular-road; it then takes a south-easterly direction at the back of the Nawab's Garden, so as to include the suburbs of Intally, Comardanga, Jaunnugger, Serampore, Googoo Danga, and Tapsya.

546. How many peons are there in your division; and of these how many take out the letters of the first, and how many of the second delivery?—There are seven peons; the number of those who take out the letters of the first delivery depends upon the number of the letters to be delivered. Sometimes only three go with them, and sometimes four. If there are a great many letters for delivery, five peons occasionally go out at 10 A.M.

547. Has

547. Has each peon a particular beat of his own?—Yes; my beat is entirely to the eastward of the Circular-road, and includes Sealdah, Haritollah, Choonapatty, Balliaghatta-road, Nimuk Chokey, Cootgunge, Chingreehutta, Soorah, and Narcooldanga-road.

548. When it is your time to remain at the General Post-office at the time of the morning delivery, who takes your letters to their destination?—The few English letters there may be for residents in Sealdah are taken out by peon No. 30, but the native letters are not taken out until 3 P. M.

549. How long does it take you to complete the delivery in your beat?—If I take out the letters at 10 o'clock, I have also to deliver the town letters in the beat of peon No. 30, and this takes me nearly four hours. I do not therefore get to my proper beat until 2 P. M., and it takes me until night to complete the delivery. I return to the General Post-office in the morning.

550. Who is the inspector of your division?—Mr. Duncan.

551. Does he go about the division to see that the peons are at their beats, and that the residents have no complaints to make in respect to the delivery of their letters?—His business is to drive the accelerator which takes the peons of the seventh division to their beats with the letters of the morning delivery; he never comes into our division.

552. Then what do you understand to be his duty in regard to the peons of your division?—He questions us as to the amount of bearing postage realised, and as to the number of bearing letters undelivered and still in our possession. Sometimes, but very rarely, if there is a misunderstanding between a resident and one of the peons respecting the delivery of a letter or the demand of postage, the inspector goes to the spot to settle the matter. He has never been in my beat.

10th August 1850.

Mooneeruddeen.

553. You are a delivery peon of the Calcutta Post-office?—I am; I have held the situation for 28 or 29 years; my home is at Peeta, close to Dhuneakhallee Thana, in Zillah Hooghly.

554. What wages do you receive?—Eight rupees a month.

555. Besides this, do you receive any perquisites?—No fixed perquisites, but I receive a customary present at the time of Hindoo festivals from the residents of my beat. My receipts from this source amount to *Rs.* 20 or *Rs.* 25 in the year; besides this, people to whom I deliver letters, sometimes make me a present of one or two pice, but it is quite voluntary on their parts.

556. What division do you belong to?—I belong to the third division; my number is 12.

557. What are the limits of your division?—The peons of my division are four in number, and it is our duty to deliver all letters, not addressed in Bengalee, within the local limits of the fourth and sixth divisions. The limits of our delivery extend in the north direction to Banstollah-street, but there are two Mahajunee houses in Patoorea Ghatta-street, near the riverside, where we have to deliver Nagree letters. The boundary of the delivery extends on the east side to the Chitpore-road, and some way up Colootollah-street, so as to include Amratollah-lane, Soorty Bagun, Cheenaparah and Tiretta Bazar. On the south and west the delivery is bounded by the end of Sukeas-lane, Old China Bazar-street, and the river. We deliver all Nagree, Persian, Teloogoo, Mahratta and English letters within these limits. The peons of the fourth and sixth divisions deliver only Bengalee letters.

558. How many deliveries are there daily in your division?—Two: one at 10 A. M., and the other at 3 P. M.

559. How many peons take out the letters of the morning delivery?—Two peons take out the morning letters at 10 A. M.; they generally return by 2. 30. or 2. 45. P. M.; but sometimes, when the delivery is heavy, or they are delayed in collecting bearing postage, they fail to do so. When they return they are occupied in settling accounts with the moonshee. The other two peons take out the letters of the afternoon delivery at 3 P. M., and deliver them generally by 6 P. M., though they are sometimes engaged in the work until 8 P. M.; this depends upon the time at which the western dawks arrive. If they do not arrive until after 9 A. M., then the afternoon delivery is the heavier of the two. Nearly all the Nagree letters come by the western dawk, though a few come from Madras and Bombay.

560. Do the peons who take out the letters of the second delivery return to the General Post-office the same night?—No, they go home, and attend at the General Post-office the next day.

561. Have the four peons of your division each separate beats?—Yes, they have; two of us, Nos. 12 and 13, take the Burra Bazar and the western parts of the division, and the other two take Colootollah-street and the other eastern parts of the division. The beats of Nos. 12 and 13 are distinct. I, who am No. 12, commence with Toola Bazar, and deliver letters in Bartollah Gully, Hanspokeria Gully, Shama Bhye's Gully, Deyhatta, Ram Dyal's Khuttra, Chunder Bannerjea's Khuttra, Myraputty Rajah's Khuttra, Sukmoy Bazar, and Patter Ghatta.

562. When it is your time to take the afternoon delivery, how are the letters of the first delivery distributed in these places?—Peon No. 13 takes them with his own and delivers them;

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them;' and in like manner, when it is my turn to take the first delivery, I deliver the letters of his beat; this practice is invariably observed. The letters of the first delivery are never kept for the second.

563. How many letters are there to deliver daily in your beat?—About 80 or 90.

564. Are they chiefly bearing or post-paid?—The greater number are bearing postage.

565. Is there much more delay in delivering bearing than paid letters?—Yes, considerably more; a post-paid letter is delivered at once without trouble, but bearing letters cannot be delivered until the postage is paid, and it takes some time to settle the payment of the postage due on each letter; it may perhaps take two or three minutes to deliver each bearing letter.

566. What number of letters in your division are returned to the General Post-office?—About four, five, or six every day; they are chiefly letters of which the addressees cannot be found, either from their not being known by name to the residents of the division, or from their having left Calcutta and gone to live in some other place. Not many letters are refused for postage; the persons to whom we deliver letters are chiefly mahajuns, who take all letters addressed to them. I don't suppose that more than two or three letters are refused for postage in my beat, in the course of a month. On each returned letter I write a short report of the reasons for which it is returned.

12*th August* 1850.

Mr. C. S. *Starling*.

567. On the occasion of my going to the General Post-office to inquire about a remaining letter addressed to Mouluvy Ahmed, you stated in my presence and in that of the Postmaster-general that it was not usual to return to the sender native letters refused for payment of postage?—I did; such was then the case, and such had always been the case up to that time; the reason being that native refused letters returned to the senders always come back again as dead letters, it being found impossible, in the great majority of cases, to trace out the writer of a native letter. This is not the case with English letters; the writers of English letters are always easily found, and they invariably pay the postage of returned letters, lest future letters should be withheld from them; but with regard to the senders of native letters, even if they are found, they frequently deny having written the letters returned to them; and as it is impossible or very difficult to prove their identity, the letters are made remaining, and returned to the General Post-office as dead letters.

568. Has any change been made in the practice of the General Post-office since the occasion referred to?—The Postmaster-general then issued an order, desiring that the law should be strictly observed in regard to all refused letters, native as well as English; and since then all letters declared by the peons to be refused for payment of postage have been opened, and returned to the sender under a printed cover.

569. Is it the practice to allow letters to lie in the Post-office for the convenience of parties, until they are able or willing to pay the postage due upon such letters?—Yes, this is always allowed.

570. How long are letters allowed to lie at the General Post-office under these circumstances?—Until called for; such letters, if left for a very long time, would be returned as refused letters; but when persons acknowledge that letters are meant for them, and request that they may lie in the Post-office until it is convenient for them to pay the postage, they always come and take them away, sooner or later, as soon as they can afford to do so.

571. Do you mean the answer to the preceding question to apply to all letters, or only to English letters?—The answer certainly applies to all English letters of that kind; but about native letters I cannot speak positively, as the duty of returning such letters, after they have been made remaining, rests with Petumber Mookerjea. But I know that native letters are frequently delivered to the addressees after they have been made remaining.

572. If a native letter of this kind once made remaining is not called for, is there any chance of its ever being returned to the sender?—None at all; the native letters are never examined after they have been made remaining, until the time comes for opening and destroying them. It would only be overloading the dawk for no good purpose to return letters of this kind, as the senders would rarely be found.

The replies of Petumber Mookerjea to Questions 440 to 451 were then read, and the witness was asked,

573. Are the answers given by Petumber Mookerjea to these questions correct?—Yes, they are; with the exception of the proportion of native letters returned to the General Post-office for the convenience of the addressees, and kept there until they can pay the postage. I should not think that the number of these letters exceeds 1-16th of the whole number of letters returned to the General Post-office and made remaining.

574. You agree with Petumber Mookerjea in thinking that it is in the power of the peons to return letters as unclaimed, or to cause them to be made remaining, for the alleged convenience of the addressees, when in fact they are refused for postage?—Yes; if the peons return letters refused for postage as unclaimed, it cannot be found out. This state of things must exist so long as letters are received bearing postage.

19th August

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Baboo Nihul Chund.

575. You are the son of Jhal Baboo?—I am.

576. What is your father's occupation?—He is masuldar of the Nizamut; that is, he supplies whatever is required by the Nawab Nazim and his family, such as jewels, cloths, and the like. I and my brother carry on the chief part of the business of the house for my father.

577. Have you any other business besides that of supplying the Nizamut with cloths and jewels?—Yes; we carry on a general merchandize in such articles and in silks. We have a kotee at Rungpore, and agents at Calcutta, Benares, Mirzapore, and Monghyr.

578. How many letters have you occasion to write in the course of a month?—From 15 to 20 letters.

579. What postage do you pay on letters sent to the several places you have mentioned?—To Calcutta, on a letter not exceeding a tolah in weight, we pay two annas; to Benares and Mirzapore, six annas; and to Monghyr and Rungpore, two annas. Besides this, upon every letter sent and received, we pay half an anna in the former case to the dak moonshee who receives the letter; in the latter, to the peon who delivers it.

580. Where do you post your letters?—At Zeagunge. The post-office is about two miles from our house, which is situated in the Mahulla of Mehmapoor, near the house of Juggut Seit.

581. Does the present rate of postage on letters sent to Benares and Mirzapoor prevent you from writing as many letters as you would otherwise do?—Undoubtedly it does. We are now in the habit of putting off writing to our agents until we have collected instructions for several days. If the rate was lower we should write much more frequently.

582. If the rate was one anna for half a tolah, and two annas for a tolah, to all places without reference to distance, how many more letters would you be likely to write?—I cannot precisely say, but we should then write whenever we had any thing to write about. But the nature of our business is not such as to require us to write every day.

583. How long have your family resided in Bengal?—For three generations; my great grandfather came from Bikaneer, and settled here; and since then we have all along resided at Moorshedabad.

584. Do you keep up any correspondence with other branches of your family at Bikaneer?—No, we have long ceased to do so.

585. Do you usually send your letters bearing or post-paid?—Always bearing; and the letters I receive also come bearing.

586. Have you any particular reason for doing so?—It has always been our custom, and it arose probably from the apprehension that a bearing letter was more likely to reach its destination than a paid one.

587. Have you ever lost a letter sent through the Post-office, either paid or bearing?—No, never; except on one occasion several years ago, and then I heard that the dawk had been robbed. But letters are frequently mis-sent, and returned after several months, instead of being sent to their proper destination at first.

588. Would you object to a compulsory prepayment of postage in all cases?—Certainly not, especially if it were accompanied by a reduction in the rates of postage. We have at present to pay postage on all letters received and sent on our own business; and it would not signify to us the least whether we had to pay it on despatching or receiving the letters, provided the letters were in either case equally sure of being delivered.

The nature of postage stamps, such as are used in the United Kingdom, was then explained to the witness, and he was asked,—

589. Would you have any objection to the use of stamps in substitution of money for the prepayment of postage?—None whatever; on the contrary, it would be a great convenience to us to use them. But it would be necessary that the Government should take proper measures to supply them to the public.

590. Do you think the people generally will understand the use of stamps, and purchase them?—Yes; I cannot conceive that there will be any difficulty in the matter.

591. Have you any delay to complain of in the delivery of letters?—No; they are delivered as soon as they arrive at the Post-office to those who live near, and to those at a distance on the following day. Our letters are delivered the same day, and without any delay.

592. Is the peon who delivers letters at your house a paid servant of Government?—No; I understand he is not. He represents himself to be a hired peon, and to receive his remuneration from the extra half anna charged on each letter. I believe that the residents of Zeagunge, to whom letters are delivered by a regularly paid peada, are not required to pay anything for their letters besides the regular postage.

593. How are letters sent into the interior of the district?—Always by private messengers.

594. Would it be a convenience to the public if letters were received at and delivered from every police thana?—Undoubtedly it would. A great number of letters would be written to and from the interior of the district by the post, if they could be posted at the thanahs and delivered from thence.

595. In what language do you usually address letters written by you to your correspondents?—In Mahajunee, Persian, and Bengali.

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596. Do you make use of the banghy?—Very seldom indeed; but we sometimes receive banghy parcels from Benares.

597. Have you ever lost parcels by the banghy?—On one occasion, a long time ago, a parcel of ours was lost; but I heard that the banghy had been robbed. The goods were insured at Benares, and we recovered the value of them.

598. How do you send jewels about the country?—Either in country boats or by the river steamers; but we always insure them. We send very few jewels from Moorshedabad; but we receive a large quantity from other places. They are always insured by our agents.

599. Do you make use of the Nizamut dawk between this and Calcutta?—Formerly, in the late Nazim's time, when we sent for anything from Calcutta for the family, we were allowed to make use of the Nizamut dawk, but this is not the case now. We paid nothing for the privilege, as the things were generally for the Nazim himself, and if he had charged us postage he would have had to repay it in the price of the article. We sometimes, but rarely, send letters to Calcutta by the Nizamut dawk. For instance, when a bank note is to be sent we send one-half by the Nizamut, and the other half by the Nizamut dawk. We pay no postage on letters sent by the Nizamut dawk. The Nizamut dawk is not available except for the Nâwab, the members of his family, his dependents, and those connected with the palace.

19*th August* 1850.

Baboo Sookmul.

600. You are Gomastah of the firm of Nehal Chund Inderchund?—I am.

601. What is the business of the firm?—They are bankers, and deal in bills of exchange. They also advance money on the mortgage of landed and other property. The principal firm is at Baloochur, in the city of Moorshedabad, and it has corresponding firms at Calcutta, Culna, Dinagepore, Rungpore, Purneah, Nattore, and Rampore Bauleah. It also has agents at Patna, Mirzapoor, Benares, and Jypoor.

602. What number of letters does the firm at Baloochur write in the course of a month?—To the corresponding firms in Bengal, letters go every day; but to the agencies at distant places, such as Patna, and other towns in Hindoostan, the firm does not write more than from five to ten letters a month.

603. Would the correspondence of the firm increase if the postage on all letters not exceeding one quarter tolah in weight were reduced, without reference to distance, to one anna?—No, I do not think it would increase much; because the business of the firm with the more distant places is very limited, and we now write as often as we have any occasion to do so. But the personal correspondence of persons who, like myself, live at Moorshedabad, but have relations at Rajpootana, would greatly increase under such circumstances.

604. Where is your home?—At Bikaneer. I have resided at Moorshedabad for the last seven years. I have many relations at Bikaneer with whom I correspond occasionally; but I cannot afford to send my letters separate on account of the heavy postage; so I generally get some friend who is writing to Bikaneer on business to enclose my letter in his. If the postage were reduced to one anna, I should write home four or five letters every month, instead of one every two or three months, as I now do.

605. How many of your countrymen do you suppose there are now resident in Moorshedabad?—Several hundreds; and there are also a great number of them in the other districts of Bengal, where trade is carried on, such as Rungpore, Dinagepore, and other places where we have corresponding firms. All these would undoubtedly write many more letters by the post, if the postage were reduced to one anna.

606. Does the same remark apply to the correspondence sent to these people from Bikaneer?—Yes; at present letters are sent to several persons enclosed in one envelope not exceeding a tolah in weight, but if the postage were only one anna, every one would write separately, and where one letter is now sent by post five or six would go.

607. Are the letters of the firm usually sent bearing or post-paid?—Almost always bearing, and the letters received also come bearing.

608. Is there any reason for this?—Yes; there is more confidence that a bearing letter will reach its destination safely.

609. Have letters of the firm ever been lost?—Never; but they are frequently mis-sent, and do not reach their destination until after some considerable delay.

610. Does the firm make use of the dak banghy?—Yes, occasionally, to and from Calcutta.

611. Have any parcels sent by banghy been lost?—Yes, on two occasions; once between Moorshedabad and Dinagepoor, in the Maldah district, and once on the way from Benares. In the former case the property was recovered, but in the latter the parcel was never heard of. Both these cases happened about two or three years ago. I sent a gomashta to Maldah, and it was through his inquiries that the parcel was recovered.

The nature of postage stamps was then explained to the witness, and he was asked,—

612. Would your employers have any objection to the use of stamps?—No; on the contrary they would consider the use of them a convenience, and a means of greater security for their letters.

613. Would

613. Would the use of stamps be readily understood by the public in general?—I should think so. I find no difficulty in comprehending it, and I see no reason why others should. The public are habituated to the use of stamps for other purposes.

614. Would prepayment of postage in all cases be objected to?—No; it signifies nothing to a Mahajun whether he prepays the postage of his letters or not.

615. Have you to pay anything for the receipt of your letters by post above the authorised postage?—We have not; because our letters are numerous, and we compound by giving the dak moonshee a present at the Hindoo festivals. But from the people who only receive and post letters occasionally, from one to two pice for each letter is taken.

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616. How long have you been Dawk Moonshee at Berhampore?—Nearly ten years previous to that I was an apprentice in the Calcutta General Post-office. I was appointed here by Dr. Kean, at the recommendation of Mr. Moore, the late Deputy Postmaster-general.

617. What is the establishment of the Berhampore Post-office?—There is a moonshee on *Rs.* 30 a month; three writers, two on *Rs.* 20 each, and one on *Rs.* 15 a month; one head peon on a salary of *Rs.* 7, and four delivery peons on *Rs.* 5 each; *Rs.* 30 a month is allowed for stationery and all other contingencies, and *Rs.* 25 a month for house rent. The postmaster also receives a salary of *Rs.* 50 a month. At the subordinate post-office at Jeagunge there is a writer on *Rs.* 15, and two peons on *Rs.* 5 each; *Rs.* 3 a month is also allowed for stationery. At Khamrah there is a writer on *Rs.* 15 a month, with *Rs.* 2 a month for stationery; and at Bhugwangolah there is a similar establishment. At Dewansurye there is only a writer on *Rs.* 10 a month. In the abstract salary bill of the Berhampore Post-office a sum of *Rs.* 16 is drawn monthly as the salary of four peons at Bhugwangolah; but these men are employed as runners, and ought properly to be included in the road establishment.

618. What is the moonshee's duty at the sudder post-office?—He drafts all correspondence with other post-offices and with the public; and he manages the whole business of the office connected with the Banghy and Dâk Bearers' departments and with the department of Accounts. He is also cashier, and has charge of all the cash in the office. Lastly, he superintends the rest of the establishment and sees that they discharge their duty properly.

619. What duty does the head writer perform?—He opens the packets on the arrival of the mails, and registers all the letters and newspapers received for delivery. In short, he transacts all the business connected with the import mails, comparing the chellans with the contents of the packets, and returning them.

620. What is the duty of the second writer?—He receives the letters posted for despatch, registers them, and assorts them for despatch. He superintends the making up of the packets by the head peon, and despatches them. He also prepares the chellans of the export mails.

621. What is the duty of the third writer?—The third writer attends at the office all night, and at other than office hours. He receives the mails that come in the night, opens them, and distributes the letters of the European residents whose peons are in attendance. He also despatches the mails which have to be despatched during the night. The Calcutta mail comes in at this time of year about midnight, and in the dry weather about 8 or 9 P. M.

622. How is the head peon employed?—He registers all native letters in Bengalee, and distributes them to the other peons for delivery. Native letters received are twice registered; once by the first writer in English, and again by the head peon in Bengalee.

623. What is the use of the second registry in Bengalee?—For the convenience of keeping the peons' accounts. Were it not for this register, it would be difficult to ascertain to what peon any particular letter had been given, so as to make him accountable for the postage, and for the letter itself if inquired for.

624. Give me a detail of the road establishment under the Berhampore Post-office?—The only road under the Berhampore Post-office is that from Berhampore to Maldah, with a branch to Bhugwangolah. The roads in the direction of Kishenagur and Beerbhoom, and Rampoor Bauleah, are under the postmasters of those districts respectively. The road from Berhampore to Maldah is 74 miles, and the branch from Chokey Lalbag to Bhugwangolah is 20 miles. On the Maldah road there are 12 stages. At Berhampore there are three runners and two banghyburdars; and at the succeeding stages, as far as Khadooah, there are five runners and three banghyburdars. At Khamrah, the stage next to Khadooah, the road to Bhagulpore branches off, and is under the Bhagulpore postmaster. At this station, therefore, there are, under the Berhampore Post-office only, three runners and two banghyburdars. At the remaining stages there are two runners and two banghyburdars, except at Maldah itself, where there is one runner and one banghyburdar.

The runners are all paid at the rate of *Rs.* 4 a month. There are two overseers on *Rs.* 15 a month each. One has charge of the road from Berhampore to Khamrah, and the other from Khamrah to Maldah. There is also a boat establishment for crossing the Pudda beyond Khamrah, consisting of two boats, at a monthly expense of *Rs.* 12 for each boat. A contingent charge is sometimes incurred in the rainy season for keeping up an extra boat to cross a nullah between Khamrah and the main river, but this never exceeds *Rs.* 40 or 50 in the year, and in some years is not incurred at all.

625. What

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625. What rule is observed on the arrival of the Calcutta dâk at Berhampore?—All the wallets are opened and the packets examined and compared with the chellans and telegraph. Three wallets usually arrive, two containing packets from Calcutta, and the third containing packets from intermediate post-offices and from post-offices to the eastward, which are put into the wallet at Kishennugger. We take out of the wallet all the mails for Berhampore, Bauleah, Beerbhoom, and the North-western Provinces, and send on all the separate packets for forward stations, together with the despatch mails of the Berhampore Post-office for stations in the direction of Khamrah. The Bauleah packets, which include those for Surda, Pubna, Serajgunge, Bograh, Nattore, and Jumalpore, are sent on immediately to Bauleah by a different road; and those for Kandy, Beerbhoom, and the Upper Provinces are detained until the next evening, when the post-office closes and the daily despatch takes place. Inside packets enclosed in the Berhampore packet are detained until the despatch of the following day. No inside packets to be forwarded to other stations are sent to Berhampore from Calcutta, but they come in great numbers from other Mofussil post-offices. For instance, the Cutwa packet to Berhampore received last night contained inside packets to be forwarded to Purneah, Bhagulpore, Maldah, Colgong, Jeagunge, Rungpore, Dinagepore, Khamrah, and Cooch Behar. All these packets are detained at Berhampore until the departure of the mail to-night, but if they had been separate packets they would have been forwarded last night with the rest of the mails.

626. Would it give rise to any practical inconvenience if these inside packets were made up separate?—No; the number of packets would be increased, but not to any great extent; and instead of having to count and check 129 packets, as was the case last night, I should have had to count and check about 200 or 250 packets.

627. What then is the object of making up inside packets?—The only object is that the postmaster of the despatching office may be the more speedily and easily discharged of his responsibility, by getting one receipted chellan from a near post-office, than if he had to look for a great number of receipted chellans from post-offices in all parts of the country.

628. For what stations are parcels enclosed in the banghy gunnies sent from the General Post-office to Berhampore?—The gunnies addressed to Berhampore contain parcels for all stations beyond Berhampore, except Dinagepore and Rungpore, and the stations beyond them. It would save much trouble and delay if separate gunnies were made up for some other stations, such as Bhaugulpore and Rampore Bauleah; as at present all parcels for those stations have to be taken out of the gunnies at Berhampore, and registered and re-packed before the rest of the banghy can go on. The banghy is generally detained about two hours at Berhampore in consequence of this arrangement. There is no banghy establishment on the Bauleah road. Light parcels are sent on with the letter mail, and for heavier parcels extra banghyburdars are hired.

629. At what hour do you close the office and make up the mails?—I do not close the mails until 7 o'clock. The office is never closed for the receipt of letters so long as I remain in attendance; but if the mails have been closed before letters are posted, they remain in the office until the next day.

630. At what o'clock do the mails from Khamrah reach Berhampore?—The Maldah mail came in last night at 8. 30. P.M., and the Bhaugulpore dawk at 4. 45. A.M., this morning. The day before the Maldah mail came in at 4 P.M. At this time of the year there is no certainty as to the time at which these mails arrive, but in the dry season they both arrive between 10 A.M. and noon every day. On the arrival of either the Maldah or Bhaugulpore mail, whichever comes first, it is despatched with the Berhampore and Bauleah mails to Calcutta. If, however, either the Maldah or Bhaugulpore mail arrives after 4 P.M., it is kept until the Berhampore mail closes for the day. Two mails are despatched every day to Kishenuggur, one with the Bhaulgulpore and the other with the Maldah mails.

631. When is the dawk despatched to Beerbhoom?—The Beerbhoom mail, containing all the packets for the north-west, is despatched as soon as possible after the mails are closed; that is, about 7. 30. P.M. The Beerbhoom in the dry season generally arrives about noon or 1 P.M., but at this time of year it does not arrive till 5 or 6 P.M.

632. Is the road establishment sufficient for carrying the daily mail?—Yes, it is, except between Khamrah and Maldah, where there is only one runner for the upward mails. On Bengalee Gazette days, and the days on which the overland mails are despatched, the mails for Maldah and the stations beyond it are obliged to be packed in two wallets, and these two wallets are carried by one runner. The postmaster has no authority to employ an extra runner on these occasions, and it would be very difficult to get them, as the road from Khamrah to Maldah passes through a dense jungle where there are no inhabitants. The reasons of the delay in this part of the road are given in a letter written by the postmaster of Berhampore to the Postmaster-general on the 3d September 1849.

633. How long is it since the mails were carried by contract along the roads under the Berhampore postmaster?—Not since I was appointed dawk moonshee; but the mails were conveyed from Calcutta as far as Berhampore by contract until within the last three or four years.

634. Has any improvement taken place in the speed of the dawk since the abolition of the contract?—Yes, the mails from Calcutta reach Berhampore in about three hours less than they used to do; and, moreover, the packets from intermediate stations, which the contractor did not always wait for, now come on with much greater regularity.

635. What means are taken to hasten the dawk on the road from Berhampore to Maldah?—In the dry season, if the mails are carried at a speed of less than five miles an hour, the overseers and runners along the whole line of road are fined. The telegraph only enables us to ascertain generally whether delay has occurred between Berhampore and Khamrah, or Khamrah and Maldah. We have no means of finding out the precise chokey in which the delay

delay occurs. The only effectual way of checking the time along the whole line of road would be to establish uddadars at every stage, and make them note in the telegraph the time at which the mails passed. I believe this was formerly the practice, but it has not been so in my time. Eight uddadars, at *Rs.* 8 a month, would be necessary for this purpose, and the two overseers might then be dispensed with. The dawk writers at Jeagunge, Dewansarai, and Khamra would check the time at their respective chokeys.

636. Has any proposition of this kind ever been made to the Postmaster-general?—Not since I have been here.

637. Have any rewards ever been given to the overseers and runners for exceeding five miles?—No, never. On one occasion they exceeded five miles an hour with the downward mails; but as they failed to carry the upward mails at that rate, the rewards were withheld.

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638. With reference to your answer to Question 627, is there not a chellan enclosed in every inside packet which is returned from the receiving-office to the office of despatch?—Yes, there is. The despatching-office gets a receipt for the forward packets from the forward-office, in whose packet they are enclosed. It afterwards gets receipts for the contents of each packet from the receiving-office.

639. How are the runners paid?—They are paid through the overseers. The runners' wages are delivered to the overseers, who call at the Berhampore Post-office once a month to receive them. The overseers pay the runners their wages, and take receipts from them.

640. Do the runners complain of not receiving the whole of their pay from the overesers?—Complaints of this kind are sometimes received, but not often. When they are preferred the postmaster makes inquiry, and if they are well founded the overseers are either fined or dismissed.

641. Has any overseer ever been dismissed for appropriating the runners' wages?—Yes, one overseer was dismissed in 1843 or 1844. In 1847, a notification in English and Bengalee, was sent to be stuck up in each chokey, requiring parties having complaint of misappropriation to make against the overseers or post-office writers to do so within a month after the occurrence. Since then only one complaint has been made, and that on investigation turned out to be unfounded.

642. Do you think that the overseers are in the habit of retaining some part of the runners' wages for their own use?—I do not think that the runners near the sudder post-office have any portion of their pay kept back from them, but I think it probable that those at a distance may. I do not, however, suppose that a monthly deduction is made from their pay, but they perhaps make the overseer a present in the course of the year.

643. How is the time kept on the Bhogwangola-road?—There is no telegraph on this road, and the hour of the arrival of the mail at Bhogwangola is not noted, nor is the hour at which the mails are despatched from Bhogwangola communicated to this office. We have no regular check upon the time occupied in the transit of the dawk by this road.

644. Are there any uddas or chokeys in the Berhampore Post-office division at which letters are received for the post, or to which they are sent for delivery?—No.

645. Are there any zemindaree dawk stations along the road at which packets are received or delivered by the dawk runners?—No, but the letters from the Khamrah, Dewanserai, and Jeagunge thanas are posted at those places, and brought to the sudder station by dawk as service letters.

646. Are these letters registered, and are they included in returns A. and B. required by the Commissioner?—Yes, both.

647. What, in your opinion, is the use of keeping up the registers?—For the purpose of inquiring after missing letters. We give a receipt for every letter posted; and unless we keep a detailed register of each letter despatched, we cannot trace it in case of inquiry. In the North-west Provinces letters received for despatch are not registered in detail, but only the number of letters of each kind despatched to and received from each post-office.

648. How many inquiries for missing letters are made at this office in the course of a year?—There are generally from two to three every month. Perhaps there may be 25 or 30 such inquiries in the course of a year. But from other post-offices we receive several letters of inquiry during the month.

649. Are letters inquired for always found?—Always. Not a letter has been lost in my time, that I recollect, except one. That was a letter written from Sylhet, and addressed to General Raper, at Berhampore. General Raper complained to the postmaster that he had not received this letter, but on reference to the register it was found that the letter had been received in this office. The writer said that he gave the letter to General Raper's peon, but it was not entered in the delivery book. The writer was punished, and the pay due to him was forfeited, and made over to General Raper, who stated that the lost letter contained a silver ornament worth *Rs.* 60. This happened seven or eight years ago.

650. Was the letter itself ever found, or the contents recovered?—No.

651. Have any banghy parcels ever been lost?—Yes; one parcel sent from here to Nyaserai was alleged by the sender to have been lost. It was registered here, and this post-office received an acknowledgment of its safe arrival at Merai and Kishnugger. The Postmaster-general instituted inquiries, but the parcel was never found. Another parcel sent from

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from Calcutta to Purneah last year was registered in this office, but by mistake was not entered in the telegraph, and failed to reach its destination. I conclude it was mis-sent to some other station, but it has never been found. The addressee claimed compensation, which was refused by the Postmaster-general; but he ordered me to be fined for carelessness in not entering the parcel in the telegraph, and the postmaster accordingly fined me *Rs.* 20. This amount was credited to Government, and no part of it given to the addressee of the parcel.

652. Then, in point of fact, the registers do not afford the means of recovering letters or parcels when they are really lost?—No, they do not; but they enable the Government to ascertain who is responsible for the loss.

653. Would not all the missing letters, which have been inquired for and found, have been as certainly found if the registers had not existed?—Yes, they would. The inquiries made are generally of this kind: A person comes to the post-office, and says that a letter which he wrote to a particular place on a particular day has not been delivered. A letter is invariably written to the postmaster of the receiving-office, who as invariably writes back that the letter has been delivered. No doubt such letters would be delivered whether the inquiry were made or not; and indeed the party who makes the inquiry might just as well write to his correspondent to know if he has received his letter, as throw the burden of making the inquiry on the post-office.

654. How many letters and newspapers do you estimate pass through the Berhampore Post-office and its subordinate offices in the course of a year?—About 1,000 covers pass daily through the five post-offices, both received and despatched, and therefore the annual number may be taken to be 365,000.

655. You have said above that the registers are of no use for the recovery of letters which are actually lost, and you admit that the missing letters which have been inquired for would have reached their destination whether the registers had existed or not. You have also said that, during the 10 years that you have been attached to the Berhampore Post-office, only one letter has been lost. What then is the object for which, during that time, 3,650,000 letters have been registered?—I cannot say that the registers afford any security to the public, so far as the recovery of lost letters is concerned; and they occupy much time and labour which might otherwise be spared, or expended on more useful objects. But the register of post-paid letters despatched certainly affords Government a security that the postage on post-paid letters will be brought to credit, and to that extent they also afford the public a security that all post-paid letters will be sent to their destination. If there were no registers of post-paid letters despatched, the officer receiving the letters might either destroy them for the postage, or enter upon the letter and in the chellan a less amount of postage than he received from the sender. If prepayment by the use of stamps were introduced, then the detailed registers of post-paid letters despatched might be dispensed with; but the registers of service and bearing letters despatched might be discontinued at once without much harm.

In like manner the registers of service and post-paid letters received might be dispensed with now; and if stamps were introduced, and their use made compulsory, the register of bearing letters received might also be discontinued.

656. Would it not be sufficient to enter in the register of bearing letters received the number of letters of that kind received from each station, and the postage due on them?—The business would go on, and much trouble would be saved, but it may be doubted whether the check over the realization of bearing postage would be so complete as it now is.

657. Have you ever heard that any inconvenience has resulted from the discontinuance of the registers in the North-western Provinces?—No.

658. Do you consider that, if prepayment of postage were made compulsory in all cases, the number of letters sent by post would diminish?—The number might be diminished a little, but not to any great extent. It would save a great deal of trouble to the post-office. The letters of Europeans, and of the higher class of natives, such as merchants, zemindars, and amlah, would not diminish, but the number of those sent by the lower classes would probably be less.

658*. Do you think the present rates of postage for long distances prevent persons from corresponding as much as they would if the rates were lower?—The native correspondence with the Upper Provinces is very trifling, and the postage on letters sent from one station in Bengal to another is so light that I do not think it can prevent correspondence to any great extent. No doubt a greater number of letters would be written to distant places if the postage was reduced.

659. Do you think that the public would object to the use of stamps for prepayment of postage, or that they would have any difficulty in understanding them?—I do not think any one would object to the use of stamps, and I believe they would be readily understood in a very short time.

660. Are many bearing letters refused for postage in this district?—Yes; nearly 100 every month, and there are also about 200 letters of which the addressees cannot be found.

661. Are refused letters always opened and returned to the sender?—Yes, always; until about three years ago they used to be sent to the postmaster of the despatching office, but now they are returned to the sender. Very few of these letters ever reach the sender, for they are chiefly native letters, and generally nothing more than the bare name of the sender can be gathered from the letter. In every town there are probably from 20 to 100 people having the same name, so that it is exceedingly difficult, and in most cases impossible, to find the real sender; and even if he is found he denies that he is the writer, and it is impossible to prove

prove that he is. So that such letters are carried twice by the Post-office, and are made remaining after all, the Post-office getting no remuneration for its trouble.

662. Are many letters returned opened to the senders in this district?—About 400 or 500 letters have been returned rejected to the senders through this office, and out of them I have not succeeded in delivering more than 10 or 12. The rest have been sent to the General Post-office as dead letters.

663. How many letters are sent from this Post-office annually to Calcutta as unclaimed?—From April 1849 to February 1850, both inclusive, the number of dead letters returned to the General Post-office was 2,302. This is for 11 months. Those of March 1850 have not yet been sent.

664. What time usually elapses before the letters received by the Calcutta and eastward mails are sent out for delivery?—The letters for the European residents, whose peons are in attendance, are delivered as soon as the mails are opened, and the letters of all the other residents, European and native, are sent out early in the morning; but the Europeans always get their letters first, and those for the natives are not delivered until later in the day. One reason for this is, that the natives reside further from the Post-office than the Europeans.

665. Are the dawks always opened in the postmaster's presence?—No, never; they generally arrive at night.

666. Are expresses ever sent from Berhampore?—Yes, a great many expresses are sent, chiefly to Calcutta. There is no regularity in the number. In 1844 or 1845, when the late Rajah Kisnath's case was pending, about 50 expresses were sent by his people through the post-office in one month. The Mahajuns in the city more frequently send expresses than any one else, and some few are sent from the Nizamut.

667. Has the requirement of Rule X. of the Post-office rules been observed in this office?—No; no schedule of distances has ever been submitted to the Postmaster-general for his approval. I have prepared a list for my own use from the polymetrical tables, but it does not include the post-offices of Madras and Bombay, nor those post-offices in Bengal and the Upper Provinces which have recently been established. Nor has it ever been hung up in the office or translated into Bengalee.

668. When any change of postage rates is made, or when any new post-office is established, are means taken to inform the public of the same?—No alteration has been made in the rates of inland postage since 1838, and I cannot tell what was done then; but no notice is ever given of changes in the rates of steam or ship postage, because the natives are not concerned with such matters, and it is presumed that the European residents are informed of these changes, when they occur, by the newspapers. It has not been the custom to notify to the public the opening of a new post-office; but after we get intimation of it from the Postmaster-general, we always make up packets to the new post-office if any persons desire to send letters there.

669. Are all chellans in this office receipted and returned every day to the despatching offices?—Not punctually. There are chellans now lying in the office of letters received on the 23d July; most of the chellans of that date have been returned, and the few remaining will be also returned as soon as the establishment has leisure for the purpose.

670. Are any late letter fees received at this office?—No; the post-office is open for the receipt of letters as long as I am in attendance, but no fees are ever demanded.

671. Are you careful to see that the weight of mails never exceeds nine seers for one runner on the direct road, and 10 seers on cross roads, as directed in the Postmaster-general's circular, dated 18 December 1837 and 10 April 1838?—No; I believe the mails frequently exceed that standard. The packet from Calcutta to Berhampore, which is contained in one wallet, frequently weighs more than 12 seers; but the wallets now used are lighter than those used in 1838; they do not, however, last so long, or protect the letters so well.

672. Are any private postage accounts kept at the Berhampore Post-office with residents at the station?—None with the Post-office; but the delivery peons, to save time in the collection of bearing postage, keep accounts with some of the residents. The peons, however, are responsible for the postage on all letters delivered to them.

673. How are the postage receipts remitted from the subordinate post-offices?—They are remitted weekly from all the post-offices. The weekly remittances are made on account, and the accounts of each post-office are settled at the end of every month.

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674. WHAT do you mean by saying, in answer to Question 618, that you draft all the correspondence of the office?—I mean to say that in every case I prepare and submit to the postmaster a rough draft of the letter to be written. The postmaster corrects my drafts, and makes such alterations in them as he thinks proper. After this they are fair copied, and issued under the signature of the postmaster. All letters are opened by the postmaster, and made over to me for inquiry and report.

675. Does the third writer, who remains at the office at night, register the covers received from Calcutta, and prepare them for delivery?—No; he only takes out and registers the covers from Calcutta for the European residents. The European letters from intermediate stations he makes a memorandum of on the chellan inside each packet, because they cannot be entered in the register until all the native letters from Calcutta have been entered; and, moreover,

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moreover, if they were then to be registered it would occasion great delay in their distribution. The covers addressed to European residents whose peons are in attendance are then distributed; after which the writer puts by the remainder of the mails until the morning. At 7 A.M. he delivers over the remainder of the English letters to the English delivery peons, or to any private peons who may be sent to receive them. At 8 or 9 A.M., the first writer comes to the office, registers all the covers received from Calcutta and the intermediate stations, and makes the remainder of them over to the head peon. He makes over the native letters as he registers them to the head peon, who enters them in a Bengalee register, and then passes them on to the delivery peons.

676. What time elapses between the arrival of the first writer at the office, and the departure of the peons with the Calcutta native letters for delivery?—From one to two hours; the native delivery peons generally go out with the letters at about 10 A.M.

677. Could not the writer who attends at night, complete the registry and prepare all the letters for delivery early in the morning?—No; after opening the Calcutta mails, and taking out, and registering, and delivering the European letters, he requires rest.

678. But he is not in attendance during the day?—No; he comes at 8 or 9 P.M., and has nothing to do till the arrival of the Calcutta mail. It takes nearly three hours to open the mails and distribute the English letters, and then he is at work again from 7 to 10 A.M. the next day in registering the remainder of the letters, and other miscellaneous business; he is an old man, and has been in the office about 12 or 13 years.

679. How are the packets for stations to the north-west despatched from Berhampore?—They are put inside the Beerbhoom packet; the Beerbhoom postmaster takes them out, and sends them to Mungulpore, where they meet the north-west mail from Calcutta. I do not know whether such packets are put inside the Mungulpore packet by the Beerbhoom postmaster, or whether they are sent separate. There is no postmaster at Mungulpore, only a dawk writer; the Berhampore packet for Mungulpore is also put inside the Beerbhoom packet. Formerly the North-west dawks used to come and go *viâ* Patna and Bhaugulpore, but not in my time.

680. To what stations are packets sent from Berhampore *viâ* Bhaugulpore?—Packets for Sultangunge, Monghyr and Barr, are sent from hence *viâ* Bhaugulpore; the Patna and Tirhoot mails are sent *viâ* Beerbhoom; the mails from Patna to Berhampore are always sent *viâ* Monghyr and Bhaugulpore, and generally those from Tirhoot likewise. The Patna postmaster does not make up a separate packet for Jeagunge; the consequence is, that all the Jeagunge letters come to Berhampore and have to be forwarded back to Jeagunge, giving rise to much needless trouble and delay. Many letters for Jeagunge from the General Post-office and from other places, also come to Berhampore; but the reason of this is that the senders of the letters address them to Jeagunge, Moorshedabad, and so they are put into the Berhampore packet with all other Moorshedabad letters.

681. For what stations do letters come from the North-west Provinces *viâ* Berhampore?—For all the stations to the north and north-east of Berhampore, that is to say, all stations on the Bauleah and Maldah lines of road; a few packets also come by this route for Bhaugulpore and its subordinate post-offices.

682. How do you despatch packets to the eastward?—We enclose them in the Dum-Dum packet; the packets for Dowlutgunge, Ranaghat and Baraset are enclosed in the Nuddea packet, but the packets for Jessore and all other stations to the eastward are sent *viâ* Dum-Dum; they used to go *viâ* Nuddea, but the route has been changed by an order from the General Post-office, passed about a year ago.

683. The Jessore dawk moonshee has stated that all packets from Berhampore are received at that station *viâ* Nuddea; can you account for this?—No; all I can say is that we include the Berhampore packet for Jessore in the Dum-Dum packet.

684. Is the time of the arrival of the mails at Jeagunge and Dewanserai now checked by the dawk moonshees of those stations?—No; there is no head in the telegraph for those stations; the time of the mails is not checked anywhere, except at Khamrah and again at Maldah.

685. When was the Dewanserai post-office established?—Before my time; its chief use is for receiving the service letters passing between the thanah at that place and the sudder station; in the first week of last July only nine chargeable letters were despatched from Dewanserai, while the number of service letters was 18. The monthly postage collected at Dewanserai amounts to about *Rs.* 5 or *Rs.* 6, and the salary of the writer is *Rs.* 10 a month.

686. Are letters received at the Berhampore Post-office weighed before delivery?—Not generally; they are not weighed unless suspected to have been under or overcharged; this happens very seldom indeed.

687. By what rule are you guided in marking as "Doubtful," under the 13th clause of the Post-office rules, newspapers, law-papers, and service covers despatched from the Berhampore Post-office?—It is a standing rule in the office that all law papers charged as such are marked "Doubtful," in order that they may be open at the office of receipt; but newspapers and service covers are never marked "Doubtful."

688. If the postmaster had reason to believe that a service cover sent to the post-office for despatch contained a private communication, would he not order it to be marked "Doubtful?"—Such a case has never occurred in my time, so far as I know; at least no service letter has ever been despatched and marked "Doubtful."

689. Do you ever receive covers marked "Doubtful?"—Yes, but only law-papers; these we open in the presence of the addressees, but we do not open covers containing law-papers which are not so marked.

690. Is the rule requiring the return of receipted banghy chellans the day after the arrival of the banghy observed in this office?—The banghies sent from the General Post-office do not

not correspond with the chellans, that is to say, the chellan includes all the parcels received at the General Post-office for despatch on the day on which the chellan is made out. But the parcels are often too numerous to send in one day, and portions of them come in on the second and third day, and sometimes a week after the receipt of the chellan. For this reason, it is the custom of this office to return the receipted banghy chellans of the General Post-office within a week of their receipt; to all other stations the receipted chellan is returned as soon as the parcel arrives.

691. Do the mail runners in this division ever complain of being overloaded?—Very seldom between this and Khamrah, because there are three runners to carry the upward mails; but between Khamrah and Maldah there is only one runner, and he is frequently overloaded; always indeed on gazette and overland days, and whenever there is an unusual number of service letters. The runners who carry the downward mails are very rarely overloaded.

24th August 1850.

Lolla Obhychurn Bose.

692. You are Serishtadar of the Civil Court of Moorshedabad?—I am; I was Serishtadar of the Foujdaree Court for several years, and have been recently promoted.

693. Where do you reside?—At Khudai, close to the cantonments of Berhampore, and to the north of them.

694. Where is your home?—At Jykishenpoor, in thannah Nowabgunge, zillah Furreedpoor.

695. Do you correspond with your relations at Jykishenpoor by post?—Yes, frequently.

696. To what post-office do you address your letters for Jykishenpoor?—To the Furreedpoor Post-office.

697. How far is Jykishenpoor from Furreedpoor?—It is on the other side of the Pudda, and a day's journey from Furreedpoor.

698. How do your letters reach Jykishenpoor?—I address them to the care of a mohurrir in the Joint Magistrates-office at Furreedpoor, whom I happen to know; he sends intelligence of the arrival of the letter to my friends at Jykishenpoor when he has an opportunity of doing so, and then a servant is sent to Furreedpoor to receive the letters.

699. Then your letters are frequently delayed at Furreedpoor?—Yes, always; at least three or four days.

700. Is there not a chokey at Nowabgunge where letters are received and delivered?—There is; but in consequence of the misconduct of the moonshee or addadar at that chokey, I have ceased sending letters by that route.

701. To what description of misconduct do you allude?—When a letter is posted at Nowabgunge by my friends at Jykishenpoor, the moonshee takes from them two annas as postage to Berhampoor, and two annas for himself; but instead of sending the letter to Berhampore, he keeps it by him for a few days, and then sends it back to Jykishenpoor by a peon of his own, at a charge of four annas more to my friends, pretending that the letter has been sent to Berhampore, and has been returned in consequence of the addressee not being found; so that they have to pay eight annas for nothing at all. The four annas charged on the return of the letter is said to be half for the mohurrir and half for the peon. This happened several times, and consequently my friends at Jykishenpoor now post all letters intended for me at Furreedpoor.

702. How far is Nowabgunge from Jykishenpoor?—About four miles, and on the same side of the Puddah.

703. To whom is the Nowabgunge moonshee subordinate?—To the Dacca postmaster.

704. Did you or your friends inform the postmaster at Dacca of his misconduct?—No.

705. Would it be any convenience to persons residing in that neighbourhood to have a properly regulated post-office at Nowabgunge?—It would be of the greatest convenience to a large number of persons, who now cannot post their letters without either crossing the Puddah to Furreedpoor, or travelling a considerable distance across several smaller rivers to Dacca.

706. Why do you not direct your letters from Berhampore to the Nowabgunge chokey?—I used to do so, but several letters sent on that way never reached their destination, and upon those which were sent four annas was charged in addition to the postage; that is, two annas for the peon and two for the mohurrir. Hence I now always send my letters *via* Furreedpore.

707. Do other residents in the neighbourhood of Nowabgunge complain of the same thing?—Yes, the complaint is universal. Some years ago I brought the circumstance to the notice of the joint magistrate of Furreedpoor, but he could not interfere, as the moonshee is under the post-office of Dacca.

708. Is there a thana at Nowabgunge?—Yes, there is; it is in the district of Furreedpoor, and directly subordinate to the deputy magistrate at Manickgunge.

709. At what o'clock do you receive your letters here?—There is no certainty in the matter; sometimes I receive them at 10 or 11, before going to court, and sometimes not until 2 or 3 P.M.

710. How do you receive your letters?—Always from the delivery peon; I never send to the post-office for my letters.

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711. At what hour do you receive letters from Calcutta, Furreedpoor, Hooghly, and other places from which the letters come with the Calcutta dawk ?— [illegible] said above, there is no certainty; Calcutta letters are sometimes not delivered to me until 2 or 3 P. M.

712. Are your letters always delivered in the same place ?—No; the peon first goes to my house, and if I have gone to court, he delivers my letters at the Court-house in the afternoon.

713. Have you anything to complain of in regard to the delivery of your letters at Berhampore ?—No; there is perhaps some unnecessary delay, to the extent of a few hours in the delivery; but this is of little consequence. There are no such abuses practised here as I have described as taking place at Nowabgunge.

714. Is any payment demanded by the delivery peons in addition to the postage ?—No; I keep an account with the delivery peon of bearing postage due on letters delivered to me during the month, and at the end of the month I settle it, and the peon pays the amount into the Post-office. Once a-year, at poojah time, I give the peon a small present; no presents are made to the dawk moonshee.

715. Do you usually send your letters bearing postage or paid ?—I always prepay the postage of my letters, but those which I receive generally come bearing postage. I should not, of course, object to compulsory prepayment in all cases, and I think it would be a most desirable arrangement both for the Post-office and for the public.

716. Are you aware of any objection to the use of stamps in lieu of money for the prepayment of postage ?—No; on the contrary, I think it would be a most convenient plan, and add much to the security of the post.

717. Is the zemindaree dawk, in the district of Moorshedabad, available for the conveyance of private letters ?—No; if it were made so, the residents in the interior of the district would be greatly benefited.

718. Are you aware of any objection to the receipt and delivery of private letters at the thannas ?—No; so long as there was no receipt of money connected with the business. There are no dawk writers at the thannas. The thanna mohurir, or, in his absence, the jemadar, receives and despatches the zemindaree dawk; and it would not do to charge them with the care of funds, and the duty of keeping and furnishing accounts. If all letters were prepaid by means of stamps, there would be no objection to their receipt and delivery by the police.

719. Would there be any objection to employ the village chowkedars to take letters from the thanna to their several villages ?—Yes; the chowkedars would make it a means of extorting money, on the plea that it was extra duty which they were not bound to perform; and, moreover, the people like to have as little to do with the inferior police as possible. It would be far better if an extra peon were attached to each thanna, for the express purpose of distributing letters brought by the zemindaree dawk.

5th September 1850.

Mr. *E. Botellho.*

720. In answer to Question 10, you stated that the average of letters returned by the delivery peons to the General Post-office daily was 200; is not this a high average ?—I think not; it includes all letters of which the addressees cannot be found, whether they are to be forwarded or made remaining; it also includes all refused letters. On ordinary days the number of such letters may not exceed 80 or 90, but on the delivery of the steamer and overland mails the number is much greater. The process observed is this. On the returned letters being given by the peons to Petumber Mookerjea, he compares them with the registers of the Letter Mail Receipt department, and opposite each entry in the register he writes the date on which the letter is returned by the peons. Then he brings the registers to me, and I check and mark every entry, and write the date and my initials on each letter. Petumber Mookerjea then takes back the letters, and enters them in the remaining, refused, and forward registers. He then brings them to me a second time, with his forward, remaining, and refused registers; and I again compare every item, and sign my name in each register at the foot of each day's entry. In these registers the amount of postage on all bearing letters is entered, and from them credit is given to the peons.

721. What is the object of comparing the returned letters with the registers of the Letter Mail Receipt department ?—The object is, that in case of inquiry it may be at once ascertained, by reference to the registers, whether a particular letter has been delivered, made remaining, or forwarded. The object of again comparing the letters with the registers kept by Petumber Mookerjea is to be certain that the amount of bearing postage credited to the peons agrees with that due upon the remaining and forward letters.

722. Is not the peon's account-book laid daily before the Deputy Postmaster-general, and signed by him ?—Yes, every day at five o'clock. The Deputy Postmaster-general passes such orders upon it as he thinks necessary, his attention being drawn to those peons who are in balance more than *Rs.* 10 by a mark made by me in red ink opposite the peon's name. The order passed by the Deputy Postmaster-general is almost invariably that the superintendent should investigate through the inspector the cause of the peons being in balance, and that makes it necessary for me to write a report on each case.

723. What establishment is maintained at Burhee, where there is now no post-

The Burhee Post-office and the dawk writer was removed to Bughodur a few months ago; but a moonshee is still entertained at Burhee to check the time at which the mails arrive at and depart from that station.

724. How is it that the Kandy and Bunwareebad letters are sent round *via* Soorie, instead of direct from Hooghly by Nyaserai and Cutwa?—The arrangement was originally proposed by the postmaster of Beerbhoom, and has continued ever since according to his recommendation; the route by Cutwa is certainly shorter. At present the dawk from Calcutta to Kandy and Bunwareebad takes three days, while to Cutwa it only takes one day. The dawk from Cutwa to Calcutta takes three days, while that from Kandy and Bunwareebad to Calcutta takes sometimes four and five days.

725. Is the road establishment up to Benares, Mirzapore, and Ghazeepore under the Calcutta General Post-office?—Up to Benares it is; but the road establishment between Akoree and Ghazeepore is under the Ghazeepore postmaster; and that from Alinugger to Mirzapore is under the Mirzapore postmaster, with the exception of the first stage from Alinugger.

726. Is there a post-office at Jungypore?—No; but we make up a packet almost daily for Mr. Laruletta at that station, and enclose it separately in the Berhampore wallet. Mr. Laruletta accounts for the postage on his letters to the postmaster of Berhampore.

727. Are the runners who carry the Baugundee wallet from the General Post-office ever employed to carry any other packets?—Yes; on overland mail days they assist in carrying the Berhampore and Jessore dawks as far as Baraset.

728. Are the Surrool, Sooree, Kandy, and Bunwareebad packets enclosed inside the Burdwan packet?—The Surrool and Sooree packets are separate, but the Kandy and Bunwareebad packets go inside the Sooree packet.

729. What is the object of putting the Kandy and Bunwareebad packets inside the Sooree packet?—The only object is the greater safety of the small packets. If there were a great number of small packets loose in the wallet, they would be more likely to be lost.

730. Are the packets for Nyaserai and the other post-offices subordinate to Hooghly put inside the Hooghly packet?—No; they are put up in a separate packet addressed to the postmaster at Hooghly, who opens the enclosing packet, and sends on the packets to the several post-offices without delay.

731. Do you not consider that the system of putting "Forward" packets inside other packets addressed to intermediate postmasters might be dispensed with without inconvenience, and all packets sent separately in the wallet?—I think so. Each postmaster might easily check and compare all the packets, taking out those for his own station and for branch roads, and sending on the rest, together with his own packets, loose in the wallet. Where a postmaster has time between the arrival of a cross dawk and the despatch of the mail in the direct line, he might make up all forward packets addressed to one station into one packet.

732. When an additional wallet has to be sent along a direct line of road, where only a sufficient number of runners are entertained to carry the ordinary mails, how is the additional wallet carried?—It is carried by the runners who take the ordinary mail. In this way one runner has frequently to carry a double load, and the mails are delayed from this cause.

733. Has the number of service letters exceeding 12 tolahs in weight sent by the letter dawk decreased since the orders of Government, dated   requiring such letters to be superscribed "By letter mail?"—Not in any perceptible degree; it is these which overload the dawk. When the order was first passed, every service letter exceeding 12 tolahs was refused at the General Post-office; but on the same day we received a letter from Government desiring that all letters from the Secretary's offices should be sent by letter dawk without reference to weight; and the service covers from every office weighing more than 12 tolahs are now invariably superscribed "By letter mail," whether they are of importance or not; and when they are so superscribed the Post-office cannot refuse to receive them.

734. Were you correct in stating that the Fort Gloster packet is detached from the Kedgeree dawk at Bela?—No; I have ascertained that it goes with the Midnapore dawk, and is detached at chokey Shampore, three stages from Calcutta.

735. You are aware that the detailed registry of letters has been discontinued in every part of India, except Bengal?—I am.

736. Do you not consider that the registers might be dispensed with in Bengal without objection?—I think that the registers of service letters, both received and despatched, might at once be dispensed with; also the registers of post-paid, received, and of bearing letters despatched; but I consider it necessary to keep up the detailed register of paid letters despatched as a check upon the postage collections, and also the register of bearing letters received.

737. You are aware that the Postmaster-general applied to Government for authority to discontinue the registry of letters received by the Peninsular and Oriental Company's steamers, and that the Government approved the proposal; how is it that only the registry of the post-paid and service letters has been discontinued, and not the registry of the bearing letters?—The registry of the bearing letters has been kept up as a check upon the bearing postage; after registration the registers are added up, and the amount of postage compared with the entry in the London letter bill. The amount generally agrees; but, if not, the amount according to the registers is entered in the Calcutta column of the London letter-bill. After delivery, the moonshee takes an account of the letters in the hands of each peon, and the totals of these accounts must agree with the total of the register. If there is a discrepancy,

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pancy, the detailed register enables us to trace out where the mistake is much quicker than if there were no detailed register.

738. But would not the time saved by discontinuing the register be much more than the additional time likely to be occupied in detecting mistakes if they arise?—Certainly; a great deal more time would be saved.

739. Would not the check over the peons be just as perfect as it is at present, and the recovery of the postage as certain?—Yes; it would be quite sufficient if the assistant in the Steam department, whose duty it is to sort, weigh, and mark the bearing letters, were to make them into bundles according to the amount of postage charged on them, and prepare a memorandum of the total amount of postage due on each bundle. The letters being then made over to the delivery clerks, the single letters might first be delivered to the peons, and an account of them taken, and afterwards the double and treble, and so on. A plan of this kind would save one-half the time now occupied.

740. Would not a similar system answer for the delivery of inland bearing letters?—Yes, it would; but in that case two delivery tables and two sets of Jumma peons would be required. At present, in consequence of the rapidity of delivery, the peons cannot enter fast enough in their lists the letters delivered to them; and as the absence of the registers would render it more than ever necessary that the peons' lists of letters delivered to them should be correct, it would be necessary to have a second delivery table. Besides this, the arrangement would further expedite business and save trouble.

741. Do you conceive that any good purpose is answered by the peons making out a list of the letters delivered to them?—Yes; it is a check upon them, so that they cannot destroy letters delivered to them.

742. But they must account for the aggregate amount of postage on the letters, whether they prepare a detailed list or not?—Yes.

743. Then, would it not answer every useful purpose if there were a special registry of letters which the senders might wish to transmit with peculiar care; and would it not, under these circumstances, save much waste of time and labour if the preparation of detailed lists were discontinued, except of letters specially registered?—Undoubtedly it would.

744. Supposing the detailed registry of bearing and service letters to be abolished, what time would be saved in the delivery of the mails?—It would save an hour and a half, or about one-half the time now occupied.

745. What time would be saved by the abolition of the detailed registry of inland letters received?—One-half the time; and if the peons are not required to make out detailed lists of the letters delivered to them, the whole of the morning mails might be got ready for delivery in two hours.

746. Would it not enable you to dispense with a portion of the establishment now employed in registering letters?—Yes; undoubtedly it would.

747. What time would the abolition of registry save in the despatch of the inland mails from the General Post-office?—About an hour; if the Post-office closes, as at present, at 6 P.M., the mails might be despatched at 7 P.M.

748. This also would render it possible to dispense with a portion of the General Post-office establishment?—Yes; by the abolition of registry, both of import and export letters, a saving might be effected of about *Rs.* 150 a month.

749. Do you see any reason why receipts should continue to be granted for letters received at the Post-office for despatch?—Not for bearing or service letters, or for stamped letters (if the use of stamps should be introduced), but for paid letters receipts must continue to be given, as a security against fraud not only by the officers of the Post-office, but by the servants of those who send the letters. For service, bearing, and stamped covers, it would be quite sufficient to have a letter-box with a slit for the reception of such covers, which box should be opened when the office closes for the receipt of letters, and the contents sorted and made up for despatch.

750. Have you any suggestion to make for the improvement of the delivery in Calcutta?—The peons at present are underpaid, with reference to the work and responsibility imposed upon them. They are all required to make a cash security deposit, varying from *Rs.* 50 to *Rs.* 200, according to the average amount of postage due on bearing letters delivered to them; and as they are all persons in a low rank of life, and without property when they are first taken into employment, they are obliged to borrow the amount at a rate of interest which on *Rs.* 200 is considerably more than the pay that they receive. The consequence is, that they depend upon unauthorised receipts for their livelihood. No interest is allowed to the peons on their deposits. None of the peons understand English, but one or two of them can just read enough to make out directions in English, and this accomplishment makes them more efficient than the rest. It would be a great advantage, and save much time, if the peons employed in the European part of the town could all read English. In my opinion, the salary of the delivery peons ought not to be less than *Rs.* 10 a month. The peons of the Small Cause Court are paid at that rate, and they have not one-fifth of the work to do that is imposed on the Post-office peons. Then the peons are not sufficient in number to deliver the letters in proper time. There ought to be at least nine more peons; viz., two for the 4th division, two for the 5th division, two for the 6th division, one for the 8th division, two for the 9th division.

With this number the peons of the morning delivery, who have to walk to a great distance, would not have to come back and take out letters for the second delivery, but would merely have to report themselves in the afternoon at the General Post-office. The peons, who are called upon to give a cash deposit of *Rs.* 100 and upwards, ought to be allowed to deposit Company's paper, so as to receive interest on the same; or else the Postmaster-general might be authorised to allow interest on the deposits at the rate of the loan open at the time.

751. To

751. To what inspection are the peons subject?—There are four inspectors, but their inspection is merely nominal. Two of them drive the accelerators, one to Kidderpore-bridge, and the other as far as Theatre-street. They leave the office at 10 A.M. every day, and return by 1. 30. P.M. The other two inspectors remain at the office, looking after the peons' collections, and making any inquiries into complaints made against the peons. These inquiries are very frequent. Not a day passes that there are not five or six of them. They generally relate to the late delivery or mis-delivery of letters. One of the inspectors comes very early in the morning to write the attendance of the peons, and to see that the horses are fed and cleaned. The others come at 9 A.M.

752. How are the inspectors who drive the carriages employed during the interval between their arrival at the end of their drive, and their return to the General Post-office?—They do nothing but remain with the accelerator under a tree until 1 P.M., when the peons return, and are driven back to the office. A native coachman would do the work as well for much less pay.

753. Would not the delivery of letters be much more efficient if the inspectors constantly moved about to see that the peons were doing their duty, and to receive complaints against them?—Undoubtedly it would.

754. Do the accelerators assist the delivery of the three divisions whose peons they carry?—Yes; but the carriages are not well adapted for the service, and might be much improved. They are a great deal too heavy. It would be a far better plan to have light two-wheeled carts, drawn by one horse, capable of carrying four peons with their bags. Four accelerators might then be employed at the same expense as the present two, and the benefit of the increased despatch be shared by the native town and residents to the north and east of the General Post-office.

10th *September* 1850.

755. ARE you aware whether the delivery peons themselves deliver all the letters entrusted to them, or whether they employ others to do it?—In the native town the peons have mates under them, whom, I am told, they pay at the rate of *Rs.* 3 a month. The mates assist the peons in making the delivery, but they never make their appearance at the Post-office. In fact, the arrangement is not recognized by the Post-office, and is strictly forbidden. Cases of the kind have been brought to the notice of the Postmaster-general, and the peons have been fined for employing other persons to deliver their letters. The peons will not acknowledge that they employ persons regularly to assist them; and when they are detected in doing so, they always pretend that they have done so incidentally, in consequence of sickness, or on some other excuse.

756. Are the letters all delivered from the General Post-office to the peons, or are private persons permitted to receive their letters from the General Post-office?—All letters are delivered in the first instance to the peons; but a great many persons send their private servants to receive their letters from the peons at the General Post-office, instead of waiting until they can be delivered at their houses. The agency firms, and the merchants in the Burra bazar, almost all invariably adopt this plan.

757. Explain the system of agency cheques?—When letters for parties who have accounts with the General Post-office are ready for delivery, the peons take them to the cheque sirkar, who enters the number of letters and the amount of bearing postage in a cheque, and returns the letters with the cheque to the delivery peon, who makes them over to the servants of the several firms. There is a separate cheque for the letters of each firm. Only those firms enjoy this privilege who have given a guarantee, or a deposit of *Rs.* 500 in Government promissory notes. Formerly each firm paid *Rs.* 20 a year for the privilege, but for the last two years no demand has been made upon them. The cheque sirkar is paid out of the proceeds of the former subscriptions, but the fund is now nearly exhausted, and I understand that the system of agency cheques will be discontinued as soon as there are no funds to pay the sirkar with. The cheques are compared by the firms with the letters signed, and returned to the General Post-office. Bills are made out against the firms weekly, and sent out for realization. No time is saved in the delivery by the use of cheques, which give additional trouble to the Post-office, but it is a convenience to the merchants to receive letters without paying for them, if they arrive at any time in the 24 hours, when their houses are closed and their sirkars not in attendance. The privilege is confined to European firms, and there are now about 25 or 27 who enjoy it. Some of the native merchants, especially those in the Burra bazar, keep postage accounts with the delivery peons. The peons advance postage on all bearing letters delivered to them, and settle accounts periodically, generally twice a year, at the Hoolee and Doorgapooja. They are then paid, besides the postage, a certain remuneration for their trouble, amounting, I am told, to two pice on each letter. I have on several occasions recommended the mahajuns not to make these payments to the peons; but they answer that they do it for their own convenience, and that it is not a matter in which the Government or the Post-office should interfere. The peons of the third division take very few letters into the town; for though the number given to them is large, they deliver far the greater proportion of them at the General Post-office to the servants of the mahajuns, who call for them daily.

758. Are the firms who have accounts at the Post-office allowed to post letters on credit?—No; all postage on paid letters is paid at the time. The only exception to this is, that the postage

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postage on newspapers from the "Englishman" and "Hurkaru" presses are settled monthly at the end of the month. There is a cash deposit made at the General Post-office by the proprietors of each of the above-mentioned presses.

759. Would it give rise to much delay in the receipt and weighment of letters, if the scale of postage were to rise by intervals of a quarter of a tolah, instead of half a tolah, as at present?—Yes; it would give rise to very great delay. The weighments would have to be much more exact than they now are. Even now much time is lost in the weighment of every letter, because if there is the least mistake the receiver is held personally responsible for short postage. The receivers even now do not venture to guess at the weight of any letter, but pass them all through the scales; and if the rate of postage increased with every quarter of a tolah they would be obliged to be much more particular. A great deal of the receivers' time is also taken up in granting receipts, especially when a large number are sent at once by one individual or mercantile firm; for the receiver has to weigh and charge each letter separately, and then to enter the weight and postage separately opposite each letter in the receipt book; a great deal of time is lost in tracing each particular letter in the dawk receipt book. Mr. Moore, the late Deputy Postmaster-general, obtained the consent of the merchants to a plan of numbering in red ink the letters sent by each firm in one day, and entering corresponding numbers in the dawk receipt book. This rule, when observed, somewhat facilitates business, but very few observe it.

760. Would the use of stamps in prepayment of postage abridge the labour and economise the time of the Post-office?—Undoubtedly it would; especially if receipts were not to be given for stamped letters, and if underpaid letters were either sent to the addressee charged with the difference of postage, as they are in England, or sent to the Dead Letter-office. But if receipts are to be given for stamped letters, and the receiver held answerable for deficient postage, the time saved by the use of stamps would not be much; the only difference would be, that in most cases no change would have to be given, and that one receipt might be given for all the letters sent at once by one firm, instead of one receipt for each letter.

761. By what rule are you guided in marking law papers, newspapers, and service covers as "Doubtful" under Clause XIII. of the Post-office rules?—Service letters are never marked "Doubtful." Newspapers posted by private individuals are marked "Doubtful," if there is any suspicion of writing on any part of them, or if by looking through the paper any mark or sign of writing is discovered. Law-papers, &c., are generally marked "Doubtful" if they are not accompanied by a separate letter to the same address. The rule used to be carefully observed when it was first passed in 1837, and a considerable amount was recovered in fines; but now it is not often acted upon. We do not keep a register of letters marked "Doubtful," and despatched to other post-offices; but we do of letters received as "Doubtful" and opened here. I never recollect receiving a service letter marked "Doubtful;" those marked are generally law-papers, accounts or vouchers, and sometimes newspapers.

762. Are foreign newspapers received by ship or steamer ever sent into the interior by banghy?—Yes; if they exceed 12 tolahs in weight, but not otherwise; they are sent by pamphlet banghy and charged according to Schedule V.

763. When Mr. Elliot was Postmaster-general, the dawks in all the direct lines of road were carried by contract, but now wherever runners are employed they are paid direct by Government; why was the contract system abolished, and what has been the result?—The contracts were abolished because the contractors were not able to keep to their time. During Mr. Elliot's incumbency the contractors were liberally remunerated; the standard was five miles an hour for foot runners, and a reward of 3-16ths of the whole contract allowance was given for every half a mile of extra speed. If the contractors fell short of the stipulated speed, they were fined at the same rate; a monthly average was struck, and the accounts settled according to the result. As long as this system was in force the contracts answered, and the mails were conveyed in good time. Afterwards, in 1837 or 1838, the system of rewards was discontinued, and the fines imposed daily whenever the standard of speed was not attained; the consequence was that none of the contractors could perform their engagements, the contracts broke down, and ever since the dawks have been carried by Government establishments. One Prem Narain Bose undertook to convey the mails by contract on the Berhampore line about four years ago, but he was unable to accomplish the standard rate of speed; and, owing to heavy fines, was obliged to throw up the contract. The contract system, as carried out in Mr. Elliot's time, was more expensive than the employment of runners paid by the Post-office, but the rate of speed attained was greater than that which now prevails.

764. Do you consider it more advantageous to carry the mails by contract when foot runners are employed, or by Government establishments?—The contract system is much the more expensive of the two, but if the contractors are liberally remunerated they will convey the mails much faster than runners paid direct by Government. This would not be the case if all postmasters were to do their duty, and look after the runners, and see that they perform their duty properly, and are not defrauded of their pay. But there are no such postmasters; in all my experience, the only postmaster I recollect to have really discharged his duty and managed the dawk efficiently was Dr. Leckie, who was postmaster of Bhaugulpore some years ago. Under him the runners frequently accomplished five and a half and six miles an hour, and at his recommendation were always rewarded. As things now are, I think it would be better to contract for the conveyance of the mails than to continue the present system; but in no case can the speed be much improved, unless measures are taken to put and keep the roads in order.

765. Would the employment of inspectors, whose duty it should be constantly to travel along the lines of dawk road and inspect the post-offices, the state of the roads, and the condition of the runners, tend to accelerate the transit of the mails, and improve the efficiency of

of the department?—Yes; if such a plan could be adopted, and if proper officers were appointed surveyors, with authority to inspect every post-office, and to inquire into complaints against the moonshees and other officers of the department, I have no doubt the speed of the mails would be greatly increased, and the efficiency of the department materially promoted.

766. How many inspectors do you think would be sufficient for the Lower Provinces?—I think seven would be sufficient: two for the Western-road, two for the Berhampore-road, one for the Dacca-road, one for the Madras-road, and one for the Bombay-road. The inspector of the Madras-road might inspect the Kedgeree-road, and one of the inspectors of the Western-road might take the Bancoora-road. These surveyors should furnish diaries for the information of the Postmaster-general; and they should receive travelling allowance, while moving, at so much per diem, in addition to their salaries.

767. Is the hour of the departure of mails from Mofussil post-offices regulated by the Postmaster-general, or by the Mofussil postmasters; and on what principle is it regulated?—It is regulated by the Postmaster-general wherever it is possible to do so. The despatch of the dawk from Benares depends entirely upon the arrival of the dawk from the North-western stations; and it is only detained at the stations along the road for the purpose of delivering packets, and taking up those that are ready for it. The departure of the mail from the stations along the branch roads which join the grand trunk road, between Benares and Calcutta, is regulated so that they may arrive at the point of junction an hour or two before the mail is expected to pass. If it is found that the mails from any branch road do not arrive until after the western mail has passed, and that the delay is unavoidable, the hour of despatch from the furthest office on the branch line is altered. The direct dawks on the Berhampore line are not regulated; their arrival depends upon the time at which the mails are despatched from the extreme stations, and there is no detention along the whole line, except what is necessary for delivering and receiving mails. The mails along the branch roads are regulated in the same manner as in those of the Western-road. From Dacca the dawk to Calcutta is despatched every day at a fixed hour, independently of the dawks from more distant stations; this arrangement has been in force the last three or four months.

768. Are any attempts made to regulate the mails during the rains, when they arrive in Calcutta too late for the morning delivery?—No; no such attempts are ever made; the transit of the mails during the rains is so uncertain, that any such attempts would be fruitless.

769. Would a system of prepayment by stamps be applicable to the banghy post?—Yes; it would be impossible to have an uniform rate of banghy postage, but the present table of rates might be much simplified, and then I know of no reason why stamps should not be affixed to banghy parcels as well as to letters.

770. Are the wallets now in use in the General Post-office effectual to preserve the mails from wet?—They are not perfectly waterproof; but since they were introduced two years ago, there have been no complaints of mails being injured by wet. They are made of Europe linen canvas, lined with wax-cloth; they are lighter than the old leather wallet, and the expense of them is not more than one-half; they last as long as the leather wallet. The same kind of bag is used in the North-western Provinces, but the material is cotton doosootee cloth, instead of canvas.

771. How many different forms of chellan are there?—There are three different kinds, one for Madras, one for Bombay, and one for Bengal and the North-western Provinces. For places where there is only a moonshee who does not understand English, we have a form of chellan in English and Bengalee. The Mofussil chellans differ from those used at the General Post-office, and are of various forms.

772. Is there not a form of chellan laid down to be used at all post-offices?—There is, but latterly I perceive that the form is not observed alike in all places. It would facilitate business if only one form of chellan were in use for the whole of India. A specimen of each kind of chellan now used can be supplied from the General Post-office.

773. How are contracts effected at the General Post-office?—Tenders are invited by public advertisement.

774. What are the terms of the contract under which the General Post-office is supplied with contingent articles?—The contractor agrees to supply certain specified articles, to any extent required for the use of the office, at *Rs.* 510 a month. The contract is for five years, and it has two years to run. I can send the agreement from the post-office.

775. Is the contract satisfactorily performed?—It is. No complaints have been made against the contractor from any department of the office.

10th October 1850.

Mr. *W. Twemlow*.

776. In the monthly cash account of the General Post-office for October 1849 is an entry of *Rs.* 1,451. 2. 9. on account of postage on ship letters despatched. Can you inform me how much of this consists of steam postage, how much of inland postage, and how much of ship postage properly so called?—From the daily abstracts of ship and steam letters furnished from the Ship and Steam department I can tell that of the above amount, *Rs.* 1,236. 7. 3. is on account of steam and inland postage on letters despatched from Calcutta by the monthly steamers, and that *Rs.* 214. 11. 6. is on account of ship and inland postage on outward ship letters despatched from Calcutta.

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The abstracts do not show the distinction between ship and steam postage on the one hand, and inland postage on the other, but the amount can be ascertained by examining the registers. The form of account kept in my department does not admit of any of these details being shewn, but they might be exhibited without difficulty if the form of account were altered. If the detailed registry be discontinued, it will not be possible to distinguish the amount of inland from ship and steam postage, unless there be an uniform rate of postage on all letters according to their weight to all parts of the world.

777. In your reply to Question 195, you explained that the entry of *Rs.* 6,073. 6. 6., in the monthly cash account, under the head of country-paid letters despatched, was obtained by deducting from the sum of *Rs.* 7,485. 9. 0 shewn in the monthly abstract, the inland postage on steam letters sent *viâ* Bombay, and all steam postage on paid letters despatched from Calcutta either *viâ* Bombay or by the Peninsular and Oriental Company's steamers. But it appears from inspecting the abstracts furnished to your department from the Ship and Steam department, that the steam postage paid on all letters despatched from Calcutta by the Peninsular and Oriental Company's steamers is credited in your monthly abstract and in the monthly cash account under the head of ship postage on letters despatched. Would it not be more correct, therefore, to deduct from the postage on country letters only the inland and steam postage on paid letters sent *viâ* Bombay, and from the postage on ship letters the inland and steam postage on paid letters sent by the Peninsular and Oriental Company's steamers?—It would undoubtedly be more correct, but still it would be but an approximation to perfect correctness; because I should still have to depend upon the abstracts of the Ship and Steam department for the total amount of inland and steam postage paid on letters sent by the steamers, and I could only determine how much of it was inland postage by deducting the amount of steam postage payable to Her Majesty's Government as shown in the memorandums subsequently furnished from the Ship and Steam department which are sent as vouchers with the cash account. If this plan were followed, then as it appears from the abstract that the total amount of steam and inland postage paid on steamer letters in October was *Rs.* 1,236. 7. 3., and from the memorandums that the steam postage on these letters was *Rs.* 1,005. 7. 6., the difference, viz., *Rs.* 230. 15. 9., might be entered in the cash account as inland postage on steamer letters, and the amount credited as ship postage would be reduced to *Rs.* 214. 11. 6. (the exact amount shown in the Ship abstract); but even that would include inland postage on ship letters.

778. Under what head is the inland and steam postage on unpaid steamer and overland letters credited?—It is all entered in the first instance without distinction under the head of ship postage, in the abstract bearing account book. The amount due on remaining and surcharged letters is first deducted, and then the amount of inland and steam postage on steamer letters is separated and credited in the cash account under the appropriate heads, according to the memorandums of steam and inland postage furnished from the Ship and Steam department. The remainder is credited in the cash account under the head of ship postage, and includes both inland and ship postage on ship letters. I have no means of knowing whether the memorandums of inland and steam postage due on steamer letters are correct or not. I accept them on the responsibility of the head of that department.

779. Under what head in the cash account are the proceeds from the monthly Bombay express postage credited?—Under the head of paid country letters despatched. Under the head of express letters, only the proceeds from private expresses are entered. There is an express book kept in the inland department, in which all receipts from parties sending expresses are entered, and from this book the entries in the daily abstract are made. The receipts are attested in the receipt book by the officer under whose authority the express is despatched.

26th October 1850.

Baboo Hurruckchunder Sahoo.

780. What is the name of your firm at Benares?—The name of the firm is Ramdoss Sahoo; the business of the firm is exclusively banking and money agency.

781. At what other places in India have you corresponding firms or agencies?—I have agencies in Calcutta, Mirzapore, Ghazeepore, and Allahabad.

782. What is the extent of your correspondence?—About two or four letters every day. No day passes without a letter being sent from our house by the dawk, and sometimes as many as 10 are sent.

783. What amount of postage do you pay in the course of the year?—I cannot answer this question without referring to my books.

784. With what places is your correspondence chiefly carried on?—With Mirzapore and Ghazeepore, chiefly. I have also to write many letters to Agra, to the vakeels whom I employ in attendance at the Sudder Court.

785. Is your correspondence affected by the present rate of postage?—No; I write as many letters as I need to write. If the postage were reduced I should not write more than I do at present.

786. Do you think that the correspondence of those to whom the amount of postage is a consideration is affected by the present rates?—Undoubtedly, those to whom a few annas is a consideration, are prevented by the present rates from writing so much as if they were lower. If the rates were reduced, the correspondence of such persons would be greatly increased.

787. Have

787. Have you any complaint to make of the present management of the Post-office, or any improvement to suggest in it?—Yes; at present the Post-office is not secure; letters posted by residents of a place reach their destination, but those which are posted by strangers are frequently lost, or not heard of. A relation of mine, Baboo Ajoodhapersaud, recently went to the westward, and he informed me that a great many of the letters which he wrote to his home in Benares during his absence, and put into different post-offices, never reached their destination.

It would be a great convenience if letters were received and delivered at the different thanas and the principal towns in the interior. At present this is not the case in the district of Benares.

788. Is there not a zemindary dawk in the district of Benares, which is also available to the people?—Not that I am aware of; I believe the thana reports are all sent in by goraits, and not by a zemindaree dawk establishment.

789. Have you any other improvement to suggest?—Yes; the receiving house now open in the Chouck is open until eight P.M.; if it were kept open till 11 P.M. it would be a great convenience to the mercantile public, and many more letters would be written and sent by post. The custom of the houses of business here is to write letters until late at night.

790. Would any advantage arise from the opening of other receiving houses in the city of Benares?—Yes, undoubtedly; it would be a great public convenience if other receiving houses were opened. There are parts of the city which are more than a mile or two from either of the places at which letters can now be posted. One receiving house is much wanted at Bhoyronath, another at Rajghat, and a third at Sewala; another might be opened at Owsangunge, where there are a great many mahajuns.

791. Are you aware that the practice of clubbing is carried on to any extent in Benares?—Yes, I know that it is; especially by those who carry on correspondence with persons at a distance. Servants especially always enclose their letters in those of their employers; but this is not so much the case with the letters sent to less distant places, the postage of which is only two pice, or, if weighing a tolah, one anna. This practice is chiefly carried on by the mharwarries, whose houses are at a distance. If the postage were reduced to the lowest uniform standard on letters sent to any distance, the practice might still be resorted to in some degree, unless positively prohibited by law, but it would be greatly decreased.

792. Would there be, in your opinion, any objection to the introduction of stamps in lieu of money for the prepayment of postage?—None at all. There would be no difficulty on the part of any one in understanding the use of them, and they would obviously tend to increase the security of letters passing through the post.

29th October 1850.

Obhoy Ram Mharwaree.

793. You are Gomashta of Luchmeechund Radhakishen of Muttra?—I am; there are two houses at Benares connected with Luchmeechund; the name of one is Luchmeechund Munnee Ram, and of the other Seth Govind Doss.

794. What is the nature of your business?—We are bankers and merchants, both of country produce and of foreign imports. We have large dealings in opium.

795. What is the extent of your correspondence by post?—I send about from 80 to 100 letters every month. Formerly, when the King of Lucknow's dawk was in existence, and Poorun Mull's, I used to write 30 or 40 letters every day; but now I am obliged to contract my correspondence, in consequence of heavy rates of postage. By Poorun Mull's dawk letters used to go for either one anna or 1½ anna, according to distance, but now a quarter tolah letter to Jypore costs four annas, and to Bombay and Lahore six annas.

796. Would your correspondence increase if a half anna were charged on all letters not exceeding a quarter tolah in weight, without reference to distance?—Undoubtedly it would greatly increase; many more business letters would be written, and an immense number of letters which are now enclosed in others would be sent separately. At present hoondies coming from a distance are not punctually acknowledged, but the custom is to wait until several have arrived, and then to acknowledge the receipt of all of them in one letter. The letters of poorer people would vastly increase under such a uniform and light rate of postage; at present those living at a distance from their homes are almost debarred from writing by the heavy postage, except when they can get their letters enclosed in one sent by some other person.

797. Where do you post your letters?—Ordinarily at the Chowk Post-office; but as that closes at 3 P.M., we are obliged to send all letters of consequence after that hour to the post-office at Secrole. It would be a great convenience to the public if the receiving houses were kept open to a later hour, and still more if receiving houses were opened at every thana in the city. There are seven thanas, and at each thana a post-office might be opened without any difficulty.

798. But are not letters already received at the thanas for transmission by post?—No; the orders of Government have never been carried into effect in the district of Benares, nor are the people generally aware that letters can be posted at the thanas. I understand that in other districts large numbers of letters are sent by post in this way.

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799. Are you usually in the habit of sending your letters paid or unpaid?—Almost invariably paid.

800. Do you consider that if prepayment of postage were compulsory, correspondence would decrease?—It might to a small extent if present rates of postage were maintained, but certainly not if the rates were reduced in the manner above suggested.

801. Have you ever lost letters sent by the post?—Never. They are occasionally mis-sent, and do not arrive at their proper destination until long after they are due; but I never heard of a letter being lost.

802. Is there any delay in the delivery of letters in Benares?—Yes; there is considerable delay, usually from four to five hours after the letters are ready for delivery. I always send a peon to the Post-office, and by that means get my letters as soon as they are ready, but those of my neighbours who do not adopt this plan do not receive their letters for four or five hours after me.

803. With what parts of India is your correspondence chiefly carried on?—The house of which I am the gomashta has corresponding firms and agents in nearly 150 places throughout India, besides a number of constituents with whom a separate correspondence is kept up. The principal agencies are here in Benares, Mirzapore, Delhi, Agra, Muttra, Ajmeer, Jypore, Kotah, Bombay, Indore, Calcutta, and Cawnpore.

Cecil Beadon, Commissioner.

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Papers and Correspondence.

PAPERS AND CORRESPONDENCE.

No. 1102 of 1850.—General Department.

William Courtney, Esq., Commissioner for Post-office Inquiry.

Sir,

I HAVE the honour to transmit the enclosed copies of three memoranda, furnished by Captain Hart, late postmaster in the Deccan, containing his opinions on various points connected with the present postal system and the question of postal reform. The information and suggestions in these papers may perhaps be of use to you in conducting your inquiries.

I have, &c.,
(signed) *A. W. Ravenscroft*,
Postmaster-general.

On Circuit, 19 September 1850.

MEMORANDUM on the Subject of Proposed Alterations in the Post-office Act, No. XVII. of 1837.

Reason for the Memorandum being drawn up.

1st. THE following remarks are submitted to consideration, as the points to which they refer do not appear to have received the notice their importance requires.

General opinion of Act XVII. of 1837.

The general returns show the collections.

Their accuracy not to be relied on.

Explanation of this fact.

2d. On the question of the expediency of abrogating Act XVII. of 1837, and submitting in its place a plain well-defined system easy to be understood, the public, as well as official opinions, generally coincide. The difficulty is to fix on a scheme acceptable to the community, which shall not entail a serious loss on the revenue. The general returns showing the collections made at the three Presidencies have been laid before the Supreme Government, but in them a most important item of account is not noticed; that is, "the probable per-centage loss to Government by peculations;" for it is an undeniable fact, that for the amount of these collections, as made at out-stations, the State is dependent on the integrity of its clerks, on whose accounts under the present system there is not any check whatever. To prove this assertion, it becomes necessary to trace the progress of a packet despatched, either up the country from a General Post-office, or from one out-station to another.

Progress of a packet traced.

3d. With every packet of paid, bearing, service and free letters, a list in duplicate (chellan) of their number, with a notice of the amount of postage to be collected, is forwarded. One copy of this list has to be returned, duly receipted, to the office of despatch, while the other is retained as a record. Suppose 90 letters, bearing *Rs.* 20 postage, to have arrived from Bombay at an out-station, and that the clerk wishes to appropaiate *Rs.* 5 of that sum without the possibility of being detected. The process is an easy one. He signs and sends back the original chellan, entering in his register *Rs.* 15 as recovered at the station, and *Rs.* 5 as due on

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Papers and Correspondence.

on "Forward letters." Fictitious covers to that amount are made up; an illegible stamp in addition to that of his own office, affixed, and they are then sent on to distant stations, from which acknowledgments are in due course received. The whole of the 90 letters having been regularly delivered as addressed, no complaints ever reach the head office; the accounts appear regular, and detection is impracticable.

Increase of business consequent on overland communication.

4th. It is, however, but seldom that fictitious covers are thought of, the simple entry of "Forward" being sufficient. The great increase of business in the postal department since the opening of the overland route, without any corresponding addition to the number of clerks in up-country offices, necessitates the transaction of business in a hasty and unsatisfactory manner. Registers, except those for Europe letters, are not regularly, if at all, kept (their utter uselessness as checks has been too often demonstrated), and any attempt to trace false entries is sure to end in vexation and disappointment.

Impossibility of detecting frauds.

5th. The few cases which occasionally occur of post-office clerks being detected in malversation of office are usually brought to notice by their folly in not delivering letters or bhangies, which are supposed to contain hoondees or valuables; had the postage only been appropriated, detection could not have taken place. It must be remembered that these clerks are far from being a highly paid class of public servants, that their duties are heavy, and that at out-stations they are perfectly uncontrolled in the preparation of their accounts; indeed, the same may be said of sudder stations, as the entries of collections cannot be superintended in person by the postmaster. If a "Bearing letter" from the Madras Presidency is received at Delhi, or Aurungabad, or Ahmednuggur, duly delivered, and the receipt returned without the postage being entered in the accounts, it is not in the power of the most intelligent official to detect the fraud.

Serious loss to the revenue thereby.

6th. When the very great number of Post-office clerks in virtual charge of offices is considered, and the temptations by which they are surrounded allowed for, the amount of revenue which may be lost to Government by non-entries becomes matter of most serious moment. This subject is stated to have been brought to the notice of the Committee at Calcutta in 1837, when its members acknowledged that no practical check could be devised. Whilst in charge of the Poona division, within which range are eleven offices, this fact was painfully apparent. The collections at a particular station where, as far as could be ascertained, the number of residents had not varied, fell from *Rs.* 209 in September to *Rs.* 114 in October 1847. The clerk was known to be in difficulties, and his records were carefully examined; but as his own registers were the chief guides on the occasion, no proof of fraud could be established. The result of the inquiry, however, was that in November the collections rose to *Rs.* 191, and in December were *Rs.* 188. At another station some years previous the clerk attached to the collector's office having been dismissed for being concerned in a banghy robbery, the collections, the first month of his successor taking charge, were nearly double their former amount, and they afterwards maintained that rate.

Present system of charges complicated.

7th. Under the present system the charges for weight and distance are most complicated. Few of the clerks thoroughly understand the regulations, and to the greater portion of the public they are a mystery. It is not necessary to recapitulate in detail the many suggestions which have been laid before Government. The chief points on which every scheme of improvement must be based are,—

Principles on which improvement should be effected.

1. That the plan shall not cause any serious loss to the revenue;
2. That it puts a stop to peculations; and
3. That its mode of working be simple and efficacious.

Suggestions.

8th. The following propositions have this desirable end in view:—

1. The introduction of stamps; red for private, green for service letters.
2. Enforcing the prepayment regulation by stamps in all cases.
3. Fixing the rate for weight, and not for distance.
4. Establishing branch post-offices in all large towns.
5. Requiring the name of the department or office, and the official number of every service-letter to be noted on the cover.

Minimum charge.

9th. The question of the amount of the minimum stamp can only be decided by a reference to the general returns. Opinion inclines to one anna for half a tolah. The colours are immaterial, provided they are easily distinguishable.

Prepayment to be enforced.

10th. By no other precaution, except that of enforcing the prepayment of all letters by stamps, can the revenue effectually be protected. "Money must not, on any account, either for banghies or letters, be received at any post-office."

Weight, and not distance, to be charged for.

11th. Charging for weight and not for distance is a most essential point, which will secure the community from overcharges, simplify a complicated system, and give general satisfaction. Notice of the rates leviable should be made as public as possible by large printed placards hung up in every adawlut, kutcherry, and other places of resort, as well as at post-offices.

Establishment of branch post-offices required.

12th. At present post-offices are usually established in military cantonments, or at civil stations, sometimes one and two miles from the native city. It is not, of course, practicable for any artisan, or any other individual who has business to attend to, to waste his time in walking that distance to post a letter, nor can those who keep servants spare them on such errands. The only way in which this large portion of the population can avail themselves of the

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Papers and Correspondence.

The clubbing system.

the post department, is by giving them letters to persons who earn a livelihood by going round the several quarters of large towns, collecting the correspondence of the residents, from whom they receive the amount of postage they calculate to be chargeable by Government; remunerating themselves by enclosing the whole in one cover, addressed to their agent, the difference of rate between which they receive for the many separate covers, and the charge on a single heavy packet, being their profit. This is called the "Clubbing system," and has erroneously been supposed to have its rise in a desire to save postage, whereas the want of facility for posting letters is the cause. The writers of them do not save anything, and, moreover, have to risk their letters in a stranger's charge. Was an office within reach where a stamped receipt could be obtained, the collector's trade would cease to be worth following. As instance in question, the city of Poona may be mentioned, which contains upwards of 100,000 inhabitants, and has its post-office in the camp, a mile and a half distant; Sattara, with half as many people, at two miles off; and Nagpore, with more than double that population, about as far. In connexion with this subject one other point has to be noticed: the necessity of having a list of all unclaimed letters at out-stations made out monthly, and copies hung up in the kutchery, adawlut, or chowry, for public information. As a general rule, native letters are but too little cared for.

13th. The enormous amount of demi-official covers passing free through the Post-office imperatively calls for a check, and none is so simple as requiring the official number of the letter and the name of the department or office to be noted outside. The green stamps, by virtue of which packets pass free, have to be accounted for to the office from which they are indented out. Although Clause XIX. of the Act directs that "Letters addressed by individuals to Government officers on their private affairs shall be post-paid," the rule is seldom attended to. No inconvenience would be felt by the Right honourable the Governor, the Members of the Council, the Secretaries to Government, or other privileged parties, in having to affix the green stamp to their correspondence. Their right of sending letters free remains intact, while none could reach them without having either one stamp or the other affixed. The same remark applies to covers addressed to or received from the home authorities, as the Postmaster-general at the Presidency, or his deputies at out-stations, would affix the required tokens.

14th. On the question of retaining the present rate of charge on newspapers, pamphlets and banghy parcels, no remarks are here called for, as they must be determined by calculations based on the general returns.

(signed) *S. V. W. Hart*,
Captain 2d Gren. Regt. N. I.

Remarks on the Working of the Post-office Act of 1837.

Collections.

It is an admitted fact, that under the present system the accounts of their collections rendered by out-station officers cannot be checked. In a former memorandum this point was proved in the case of letters passing from office to office in the interior. The case of "Prepaid letters" was not, however, adverted to. What is to prevent the clerk who receives the amount on these packets from appropriating a portion? At the General Post-office, the fear of being observed by a companion; but at out-stations, where the writer is alone at his desk, he may take as much as he pleases without a chance of discovery.

Cannot be checked.

As a body the Post-office clerks are underpaid and overworked, without any prospect of promotion. In other departments the subordinates are allowed occasional holidays, but at the large number of stations where only one Post-office clerk is employed, a day's relaxation from business, is unknown. Yet it is supposed that these men will be honest. I assert, without hesitation, that if a clerk confines his peculations (within moderate bounds) to his collections, he is safe from detection. It is only where banghy parcels and letters are opened, that discovery takes place. If an estimate is made of the number of offices throughout India with only one clerk, and a month's pay of each be taken as the sum appropriated from the collections, the amount will appear enormous. Yet when it is considered that from *Rs.* 15 to to *Rs.* 25 is their average salary, on which a family is to be maintained, a decent appearance kept up, and in cases of illness an assistant paid, the calculation cannot be thought excessive. Under a system of prepayment by stamps, peculation would be impracticable.

Chellans.

Government being secured from loss, the security of the public has to be attended to. The plan of registering letters has been tried and found a failure. Even the chellans at present in use are not practical checks on correctness. The press of business does not allow of their being examined, and in many instances they are not returned. With the introduction of stamps, the way-bills may be simplified, and a specified time fixed for their return to the offices they are despatched from, say once a week. Sending them back singly, causes much inconvenience and delay.

Contracts.

All posts should be conveyed by contract. Security can be then taken for the safe delivery of packets and parcels, and a certain rate of speed assured. The salaries paid by Government are so much higher than would be given by a contractor, that no difficulty will be found in getting the foot lines taken at 15 per cent. less than the present annual cost. The amount thus saved might be appropriated to the increase of horse dawks on the main lines.

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Private dawks and receiving houses.

No legislative enactment can put down these establishments. They must exist until Government places the Post-office within the reach of the people. At present the mass of the population are debarred from availing themselves of it, not only from the high rate of charges, but by the distance of the offices from towns and cities. In fixing their positions, the convenience of Europeans has alone been consulted. A report of the number of private offices in Ahmedabad has lately been laid before the Postmaster-general. At Surat I believe there are three, gaining from *Rs.* 15 to *Rs.* 40 monthly. In Poona the number is probably greater; there again the revenue is defrauded.

Subordinate offices.

To give the stamp system a fair chance, a uniform rate of charge for weight, and not for distance, must be established, and every facility given for the posting and distribution of letters. It is not to be expected that any great increase of native correspondence will at once take place, but as soon as the people find that for a trifling sum they can write to and hear from their friends and relatives, thousands will gladly avail themselves of the opportunity. Every kutcherry should have a post-office box, with the rates of charge legibly painted on it. Letters posted in towns at a distance from the office station might be taken there at fixed periods, and the covers accumulated for parties in the districts sent back for distribution by the same peons. The rule directing lists of letters unclaimed during a month, to be hung up in a conspicuous place, ought to be made imperative by a penalty. Where a large revenue is looked for, the strictest attention to details is necessary.

Post-office clerks.

At out-stations the time of Post-office writers is taken up in preparing a number of returns, on which, owing to the impossibility of checking them, no dependence whatever can be placed; many of these might be dispensed with, and more important business then properly attended to. A scale of pay for length of service would be most advantageous. This class of public servants are virtually uncontrolled; some motive for correct conduct should therefore be held out to them. Under this Presidency, postmasters are allowed deputation allowance to visit and inspect their subordinate offices; but as no specific report is called for, or inquiry made whether this official himself understands the detail of the business, the money paid him is thrown away. The present regulations do not admit of efficient superintendence. When remodelled, a visit once a year would prevent the abuses which have taken place in the interior, where bundles of undelivered letters have been found accumulated in offices. On these occasions the postmaster should sign the clerk's books, report on his qualifications, whether complaints are made against him, if lists of unclaimed letters have been duly exposed to public view, &c., &c.

Time tables.

Where contracts do not exist, the time tables sent to the General Post-office are not to be relied on. At every station, the writers are now required to enter the time of the arrival and despatch of the mails, and they do so down to five minutes to or past a certain hour; but all such entries are made by guess, for not one in fifty has a watch or clock to guide him. The plan introduced on the Poona and Danoor line of calculating the number of hours in which the entire distance is performed, without regard to the intermediate stations, is the only one to be depended on. Certificates of detention, signed by the village authorities, are required before delays are allowed for. These certificates are of course in general terms, testifying to the fact of detention having been unavoidable from the state of the weather or other cause, and noting the probable time. To check fictitious reports, surveys similar to those of the Nagpoor, Danoor and Kurar post-roads ought to be at once made by postmasters (a few hours' instruction under an engineer officer would render them competent to do so); and on their circuits they should ascertain, by personal inquiry, whether or no the certificates had been granted.

Wax-cloth wrappers.

The preservation of the mails and banghies from injury by wet, during the monsoon, is a subject to which attention is much required. Most offices supply wax-cloth from their contingent allowance, and of course the cheapest is always purchased. Might not the Gutta Percha Company in England be applied to? Cloth saturated with this gum is so cheap, that the expense would not exceed the present charge; and, with the large quantity required, be probably a saving.

(signed) *S. V. W. Hart.*

Ootacamund, 24 June 1850.

REMARKS on the Working of the Post-office Act of 1837; its Defects, and proposed Remedial Measures.

The Act of 1837 a failure.

IN practice this Act has proved a total failure, not either affording security to the Government revenue, or giving satisfaction to the public. Theoretically, the complicated system of charges for distance on newspapers, pamphlets, letters and parcels, with the long list of parties exempted from the payment of postage, appears perfect; and under highly salaried European superintendence, might in a certain degree have answered the proposed ends. But those regulations have to be carried out by native clerks, the greater number on rates of pay wholly inadequate to command a perfect knowledge of English, or even to maintain their families in respectability, without the slightest prospect of promotion (I speak of those in the interior), and totally uncontrolled in the preparation of their accounts. On the integrity of these men rests the collection of the postal revenue.

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No check on the collections for paid letters.

Or for bearing ones.

There is not any check on the clerk who receives the amount on "Post-paid" letters or parcels, from appropriating a portion, or the whole, as he may deem prudent. At the Presidency, and one or two large stations, the fear of being observed by a companion may deter a man from peculation; but where the writer is alone, or has his relatives in his office, he is secure from detection, provided he forwards the packets to their destinations.

Entries of the amount of "Postage collected" are equally at the discretion of the clerk, the committee at Calcutta having admitted that it was not practicable to devise a check on these accounts.

Post-office writers, their pay, prospects, and temptations.

No provision has been made for ascertaining whether the writers in the subordinate offices are acquainted with the regulations; those employed under district postmasters have a chance of bettering their condition; but in kutcherries and isolated stations their pay remains unchanged from the time of their entering the service to their quitting it. They are required to be at their posts night and day. A holiday is unknown to them; in sickness they have to provide and pay for a substitute; in some cases a peon also, or deliver the letters themselves (such was until lately the case at Kandalla and Seroor); and yet a correct statement of all monies passing through their hands is expected from them. "Wholly uncontrolled in the preparation of their accounts, is it to be supposed that these underpaid, overworked clerks should do otherwise than appropriate a portion of their receipts, when they can do so with impunity?"

To secure the postal revenue it is indispensable that—

Remedial measures.

1. A system of stamp be introduced.
2. That prepayment be imperative.
3. That no money be on any account collected at Post-office.*

These measures will insure the Government from loss. The public have now to be considered.

Private dawks and delivery houses. Means of suppressing them.

The present high rate of charges, and the distance of post-offices from towns and cities, effectually debar the mass of the population from availing themselves of the department. They are consequently driven to employ individuals keeping private offices, nor can any regulation put down these establishments or private dawks.

The remedies suggested are—

A uniform rate of charge on letters and newspapers for weight, and not for distance.

The establishment of branch offices in cities and towns, with post-office boxes at all kutcherries.

The sale of stamps at kutcherries as well as post-offices.

The making public the rates chargeable, by large printed placards hung up in all offices and places of general resort.

(The amount of the stamp I hardly venture to note. One anna on half a tola should be the minimum. Two annas a tola on letters. For newspapers a proportionate reduction.)

Subordinate postmasters.

Under this Presidency, postmasters are appointed to districts, and receive deputation allowance for visiting their subordinate offices. No inquiry is, however, made whether this official is acquainted with the detailed duties, nor is he called on for any specific report. Beyond the fear of detection which his presence may inspire, and preventing the gross abuses prevalent at the other Presidencies, where clerks' offices have been found to contain hundreds of undelivered letters, circuits as at present made are useless, for the accounts do not admit of check.

Reforms suggested.

The system of nominating officers at subordinate stations as postmasters is an erroneous one. The civil surgeon, who has more than enough to do, is usually appointed; but beyond replying to public letters, the work is done by the clerk. I would do away with these appointments, and place an uncovenanted servant, who had proved himself qualified, in charge of a district, making it incumbent on him to reside a certain portion of the year at each station within his range.

Conveyance of the mails by contract.

The dawks should one and all be conveyed by contract on the plan of that entered into for the Danoor line. A sketch survey of the road, and requiring certificates, would ensure regularity, and the security taken from the contractor put a stop to the plunder of the dawk bags. For the first three years, the rate demanded by the tenderers would be little less than the present actual cost to Government; but after that period, when the system was understood, the contracts should be offered to public competition. Experience has convinced me that a contractor on a "foot line" can work it at a profit, at 15 per cent. under the cost to Government. This saving might be appropriated to establishing horse dawks on the main lines.

Time tables.

The time tables of travelling as at present furnished are mostly fictitious. The entries are made by clerks without any timepiece to guide them, and the reports of detentions are filled in from the overseers' reports, who take care to show that any delay which may have occurred in their way was unavoidable. Stoppages at nullas are noted; but, for want of a survey, the postmaster is ignorant of such watercourses crossing the road. Under a contract, the time occupied in performing the whole distance is only entered, and a fine inflicted for any excess of the specified number of hours, leaving the contractor to find out where it took place.

Postmasters

* Foreign letters excepted. The duplicate chellaun of these to be attached to the monthly account as a voucher.

Postmasters supply wax-cloth from their contingent allowance, and as a matter of course the cheapest is provided; hence the injury to packets during the monsoon. The Gutta Percha Company in England would furnish waterproof cloth as cheaply as the inefficient coverings now made use of. Security of the mails from wet during the monsoon.

The introduction of a decreased rate of postage will prove a failure, unless every facility is afforded for the despatch and delivery of the letters of the people. Bags containing those posted in Mehal kutcherries should be made up at the towns on the post road, and forwarded to the nearest office for assortment and despatch. The district officers' accounts should not be allowed to be so sent, but paid letters only. A vast increase will undoubtedly take place in the amount of correspondence under proper arrangements for enabling the public to avail themselves of the department. Government would find it advantageous to employ an officer to report on an amalgamation of the district and general dawks, which can only be done by inquiries on the spot. The whole system requires remodelling. District and general dawks.

Many of the returns now required from out-station offices might be dispensed with under the stamp system, and the clerks then have time to attend to their more important duties. Postmasters should be made to report monthly that the lists of unclaimed letters have been duly exposed to public notice at the office, and also forwarded to the nearest kutcherry; the amount of stamps in hand should be ascertained on tours of inspection, the clerks' accounts signed, &c. In nine out of ten offices, where the salary is given as a matter of course to the civil surgeon, or the clerk placed under the collector or political agent, they are never looked at, for the simple reason of want of time. Efficient uncovenanted superintendence is indispensable as part of a general reform. The Poona postmaster, for instance, should have under him, and be obliged to visit once a year, Panwell, Khandalla, Kirkee, Seroor, Nugger, Feejooree, Punderpoor, Sholapoor, Sattara, and Kurrar. Useless returns to be done away with. Ranges of district postmasters.

A postmaster for the Southern Concan should have under him Mhar, Rutnageery, Malwan, Vingorla, and Sawuntwaree, &c.

The Belgaum postmaster's range should include Dharwar, Kolapoor, Kuladghee, and Beejapoor.

Lower Scinde, the offices of Kurrachee, Hydrabad, Tatta and Bhooj.

Guzerat those of Rajkote, Ahmedabad, Kaira, and Deesa.

The Northern Concan range should extend from Tanna to Baroda.

The Aurungabad postmaster should also visit his subordinate offices, which are not now under control.

CLAUSES of the Act of 1837 to be cancelled or added to.

VI. PREPAYMENT to be imperative.

X. Cancelled. The rate to be charged by weight and not by distance.
(The latter paragraph of this clause was seldom acted on.)

XIV. Cancel "Bearing Postage."

XLIV. A reduction of the weight of official packets must be insisted on. Quarter instead of half sheets of foolscap and light envelopes might be substituted, in nine cases out of ten, in correspondence between heads of departments and their subordinates. To effect this change, committees should assemble at each station to decide in what instances it may be adopted; as otherwise, the stationery being furnished by Government, the clerks will not alter the routine.

LXII. This clause has ever been a dead letter. The press of business at post-offices, and the ignorance of the major portion of the receiving clerks, prevent the list of exemptions being examined when official letters are posted. In consequence, every franked letter is allowed to pass free, and the great number of demi-officials so protected from charge is a most serious loss to the revenue. Franks should altogether be done away with, and service stamps substituted. Every official cover should have the number of the letter it contains noted on it. Private correspondence would thus be checked, as, in accounting for the stamps expended, the returns must show why they were made use of, thus:—

RETURN of SERVICE STAMPS expended in ———, for the Month of ———.

Date.	Number of Stamps.	Number of Official Letters.	To whom Addressed.
	1	81 of 1851 - -	Mily, accountant.
	3	82, 83, 84 of 1851	Collector of Poona.

Heads of departments and commanding officers might indent on the district postmaster, furnishing to him their returns of expenditure.

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Clause LI. and the resolution of the Government of India allowing letters addressed to native officers and sepoys to pass free, must remain in force, unless some arrangement for Mehal post-writers affixing the stamp to the latter covers be deemed advisable.

(signed) *S. V. W. Hart.*

Ootacamund, 28 June 1850.

The banghy system may be made a source of great profit if remodelled on a liberal scale, and parcels of all sizes carried. Under contractors, arrangements could be entered into for conveying packages containing a few books or a piano at a fixed rate of speed.

MEMORANDUM on Post-office Reform.

1. Postage on letters.

If stamps and prepayment are to be introduced under the new system, I do not think it will be practicable to charge otherwise than by weight. A sliding-scale for distance would necessitate the passing of a polymetrical table for every Post-office station as a guide to the clerk, so that much of the inconvenience now complained of would still exist. The senders of letters, not having these tables at hand, in the generality of cases would affix a stamp for the least distance, leaving any additional charge to be recovered from the receiver. In the hurry of business, many covers might be marked as correct at the despatching-office (they being within weight), yet found to be undercharged at their destination; hence disputes, delay, and loss to Government. A rate for weight alone is not liable to be mistaken. The poorest person is under that system on an equality with the richest; and the clerks, having only to weigh the letters as posted, could perform the additional duty the change will entail on them with accuracy and celerity.

2. Postage on newspapers.

There cannot be any doubt of the necessity of one uniform charge for newspapers, pamphlets, and other printed or engraved papers.

For imported papers I would suggest an additional tolah being allowed (seven in lieu of six) and the anna charge on all, whether delivered at the Presidency or at out-stations. I think the penny is charged at home for all Southampton received ones.

3. Stamps.

There should be one of one colour for anna stamps, a different one for those of half, one, one and a half, and two, &c., rupees (for Europe letters, banghies, &c.), and a third for free letters. Their amount has already been remarked on.

4. Prepayment.

Must be imperative. Letters over-weight, and imported ones should be entered separately in the chellans; the originals returned to the office of despatch, and thence transmitted to the Postmasters-general of the other Presidencies, if the receiving-office is within their range. The duplicates to be attached to the monthly accounts.

At present there is not any check whatever on the amount collected on Overland letters received for the other Presidencies *viâ* Bombay. * The receiving clerks have only to deliver the covers as addressed, and they may dispose of the postage at their discretion. The suggestion above given will admit of an examination of the returns of subordinate offices.

As I doubt the willingness of Government to introduce the Home system of prepayment on official covers by each office, I have suggested the adoption of "Free" stamps to be indented for as required. There are many difficulties to be overcome in the prepayment of official correspondence by subordinate native authorities. Many (the judicial department for instance) have not Government money in their charge, and to call on them to pay the amount from their private funds would be a harsh proceeding. Again, in the case of officers, and a large class of the junior grade of the civil and uncovenanted service detached in the districts, who are seldom in funds from one pay-day to another, they could not prepay their official covers; whereas, with free stamps, of which a return must be given to their superior officer, no difficulty would exist.

The privilege of sending their letters "Free," at present enjoyed by sepoys, is an arrangement it would not be politic to disturb; they pay postage on letters received from their homes.

The uselessness of the lists of privileged parties has been before noticed. No. 2 supposes a greater amount of geographical knowledge on the part of post-office clerks than is expected from the highest employés under Government. They are a mere delusion.

6. Rate of travelling and mode of conveyance.

The rate of speed must depend on the nature of the roads. From Guzerat, over deep sand, from 4½ to five miles an hour is a good pace. In the Dekkan the runners can get over the ground quicker. A survey of each road on the plan of the Poona and Danoor ones can alone enable the rates to be fixed. Ponies, on which a load of 33 lbs. is carried, are preferable to men taking half that weight; and where the extent of correspondence justifies the expense, should undoubtedly be substituted for them. The remuneration must depend on the price of gram and forage in the districts through which the line runs, the cost of saddlery, horse-cloth, &c., the effect of the rainy season on the horses (in the Concan I have known the mere rain so bad as to carry off eight horses at a station during the monsoon),

* Captain Hart is in error in this respect.

monsoon), and other details which can only be settled by local officers. When a line of road is metalled and bridged, carts can be advantageously employed.

In forming horse contracts it should always be left optional with the contractor to employ the description of cattle he finds best suited to the season, the state of the roads, &c., provided he keeps up the regulated pace. Between Nagpore and Raepore, the line is chiefly and efficiently worked on this system.

7. Evasion of postage.

Every dawk should be carried by contract. The advantage of the general introduction of this plan has been often brought to notice.

Under this head may be noticed the privilege of "Franking," which, as before stated, is carried to an unwarrantable extent. The clubbing system which has sprung up, owing to the want of facility being afforded to the native community to avail themselves of the post, will continue until the establishment of branch offices enables every one to forward his letters without having to travel a day's journey to post them. Private dawks are established from the same cause. By the arrangement suggested in No. 12, Government would learn where new lines were wanted; and, if the speculation was a profitable one to private individuals, it ought not to be a loss to the State.

9. Security of the dawk.

If carried by contract, the contractor is answerable for all loss or damage, not arising from circumstances beyond his control.

10. The banghy.

Might be made a source of great profit if the scale of charges was reduced, and loads of 40 lbs. taken, to be forwarded by coolies, with a few days' warning to the contractor to have men in readiness at the post stations. A piano might be as speedily and safely sent from Bombay to Delhie as a band-box. I have reported in detail on this subject.

11. Accounts.

The Postmaster-general must be the best judge of what are actually of use in his office; the subordinate ones now prepare a complicated statement of letters received, despatched, service, bearing, forward, &c., &c., &c.; but in truth, as far as insuring correctness, this labour is useless. I have again and again stated, and repeat without fear of contradiction, that, provided a clerk delivers a letter and returns the chellan, he may appropriate the postage at his discretion. Not having a list of the monthly papers at hand, I cannot point out the really useful ones. The fewer called for, the more likely to be useful.

12. Conduct of business.

Clauses XIX. and XXII. in the Act of 1837, require alteration where there is only one clerk and the mail arrives during the night, which he is bound to deliver early in the morning; it is obviously out of his power to remain in office from 10 A. M. to 5½ P. M. District postmasters should be allowed (under the sanction of the Postmaster-general) to close out-station offices the number of hours during the day which have been occupied in the morning delivery, due notice of the same being hung up at travellers' bungalows and other public place.

Every office should have a letter box for covers, to be posted after it is closed.

Monthly lists of unclaimed letters to be prepared and hung up outside the office, as well as forwarded to adawluts and kutcherries.

Peons' books to be supplied by Government, and the account of their receipts closed daily. These men take advantage of Clause XXIII. not always being attended to by the public, to accumulate a month's collections in their hand,* and occasionally are defaulters. The clerks for their own credit do not report the circumstance, and the amount is soon made up by deductions from the receipts of following months. The higher grades of the service encourage this abuse, by requiring accounts of their postage to be kept, and settle it monthly. No clerk dare refuse this accommodation. It should, however, be strictly prohibited. But no prohibitions will be attended to, or rules enforced, without proper supervision.

One order ought to be issued at once; and that is for the postmaster, or in his absence the head clerk, to affix his initials to the general account of the peons' collections the day following the distribution of letters.

13. Establishments.

As no increase has taken place at out-stations since the opening of the Overland route, great as the addition of labour has become, there cannot be any reduction on the introduction of the prepayment and stamp system.

In lieu of stationary post-masters, and the office being conferred on collectors, civil surgeons, military officers and political assistants, uncovenanted officers, acquainted with the duty, should be placed in charge of districts, and bound to proceed through them on deputation once a year; not at a gallop, or by dawk, but as required by the accompanying form of report. Ensure the performance of their duty by them, and all will go well.

14. District dawks.

As the correspondence from the districts could never be carried by the regular runners, I doubt the advisability of interfering with present arrangements, further than to have bags of prepaid letters (not loose packages) made up in kutcherries, and sent to the stations on the post line to be carried to the nearest office. The rules on this point must be strict, as native authorities are too apt to save themselves trouble by sending all their letters by this means. In the Poonah division, the slow travelling of the mails on the Nuggur and Maligaum and Punderpoor and Kolapoor lines could never be accounted for, until it was discovered that cooly loads of loose packages from the districts were given to the runners.

The

* I have found this to be the case in offices under the three Presidencies of Bombay, Madras, and Bengal. On one occasion, when unexpectedly inspecting an office under my control, the peon referred me to his soucar.

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The district postmasters should be directed to send in a sketch of the dawk routes within their respective ranges on a uniform scale (four inches to a mile), showing the lines of district dawks (which information they can obtain on application to collectors), and suggesting the stations on the main roads where bags are to be taken up. These bags ought to have the name of the station painted on them in the native character.

A sufficient acquaintance with the use of the perambulator and prismatic compass to enable them to measure and plan the routes in their range should be made a *sine quâ non* with district postmasters. A fortnight's study under an engineer officer would enable them to acquire this knowledge. A thorough acquaintance with the roads travelled over by the runners in his district is an essential point in the head of an office, or he cannot check the travelling returns.

(signed) *S. V. W. Hart.*

Ootacamund, 17 July 1850.

Memorandum on Postal Reform.

Chellans and telegraphs.

The difficulty, I may almost say, impossibility, of tracing a missing packet, is well known to all postmasters. I have travelled hundreds of miles from office to office with the telegraphs in my hand, in the vain endeavour to trace where a particular packet was abstracted; as, under the present plan of filling in those documents, a clerk had only to abstract the one he wished for and substitute another, so as to leave the number in the wallet correct, and detection is impracticable. The practice is not uncommon. A clever clerk at the branch office at Sindwa robbed the dawk in this manner for years; and although I knew of his having had a watch, the property of Captain D'Arcy, and two gold turbans, sent from Seroor towards Neemuch by men of the Poona horse, in his possession, legal proof was wanting to convict him. The office was obliged to be done away with. An out-station clerk may, in fact, do what he likes with the contents of the wallet, where Government runners carry it. He has only to enter "Detained by bad weather," and nothing is said on the matter. Under the contract system, where that person's agent opens the bag, and delivers the packets to him, this abuse is put a stop to.

On examining a wallet from the interior, its contents will be found to consist of one-third packets, and, on an average, two-thirds parcels of an inch and a half or so square, containing "Return chellans." These small packages are so liable to be lost, by being shaken out of the wallet by the runner, that the ready excuse of a missing packet being supposed to be one of them is always forthcoming in case of inquiry, and cannot well be objected to. The plan of having them strung together, and put into a separate bag inside the wallet, was adopted in the Dekkan division*; but as other offices did not follow the example, no good resulted. Again, where business pressed, these small packages were thrown aside, to be opened and filed at leisure. On tours of inspection I have found from 50 to 100 so disposed of, several of which, on examination, contained letters also.

Chellans are now nominally returned the following post. Where this is the case, their number prevents the receiving-office from examining them. I suggest their being returned once every ten days, or within a month, as the district postmaster may arrange. Say that there are 800 post-offices in India. The chellans of 27, taken alphabetically, might be ordered to be returned daily. Received thus periodically, they could readily be compared with the despatch book, for doing which under the present plan there is not time. Whatever change may be decided on, one rule is indispensable: "A separate telegraph for return chellans must invariably be framed, and these documents be enclosed in a bag by themselves." The letter mail will then be distinct, as should be the case.

District postmasters.

The necessity of appointing district postmasters and enforcing the performance of their duty on deputation (a form of deputation report has been sent to the Postmaster-general) has been already noticed. Placed as at present under the nominal charge of civil, military, and political officers, it cannot be expected that the superintendence should be efficient. I have shown that in the preparation of their accounts, post-office clerks are uncontrolled. Take the officers at opposite ends of this Presidency, Kulladgee and Sukkur. When have they been inspected? What is to prevent an accumulation of undelivered letters taking place in these, as we know to have occurred at Nugger (when under the collector), Jubbulpoor, and elsewhere? A more independent, worse paid, and yet more trusted Government servant than an out-station clerk does not exist. Honesty and efficiency are expected from, but nothing is done for him. Look at the situation of the clerks at Teejoree and Kurar,* for instance; their pay is *Rs.* 15 monthly. They cannot ever quit their offices, in case of an express passing; and as peons are not allowed them, they must either deliver letters themselves, or let them lie till called for. Fifty years' service will not better their condition, as their knowledge, although equal to the performance of their present duties, does not fit them for higher employment. Punderpoor is another instance of an important charge being imposed upon a writer without the assistance of a peon. On a like salary "he had to build an office." These cases are merely alluded to, to show that district postmasters are needful, and to urge a scale of pay for length of service for subordinates.

At

* Dekkan division.

Peons' delivery books.

At out-stations the abuse of allowing the peons to deliver in their collections monthly, after the issue of pay, is a very common practice. A man whose income is *Rs.* 5 or *Rs.* 6 per mensem, is thus enabled to have command of from one to two hundred; and the only check on him being the clerk, temptation is often too great to withstand; the more so, as detection of peculation is not easy. I was once (at Kirbee) referred by a peon to his soucar for his collections. This abuse originates in gentlemen holding high situations requiring accounts of their postage to be kept; and, as a matter of course, others demand the same indulgence. At the Presidency the law is obeyed and ready money paid, but in the interior it is disregarded. A certificate should be called for with the monthly returns, that Regulation 23 is in all cases adhered to.

Peons' books, as in use at the Presidency, should be ordered at every station; by them alone can it be ascertained that packets have been delivered. I have known letters kept, and the postage paid by peons. With the anticipated increase of letters, it will not be practicable to enter them in detail, as below will suffice, the station being omitted:

Date.	Address.	Cover.	Postage due.	Receipt.
			Rs. *a.* *p.*	
—	A. B., Esq.	5 Post-paid Letters	—	—
—	—	2 Newspapers	—	—
—	—	3 Overland ditto	– 3 –	—
—	—	1 ditto Letter	– 9 –	—

The amount of each day's collections to be paid into the office at once, or, at latest, the following morning, and the receipt "authenticated by the clerk's initials." This point to be particularly reported on by the district postmaster on his tour of inspection. All books to be then signed by him.

Polymetrical tables.

I have heard it suggested that a sliding scale of charges for 400, 800, and 1,200 miles is preferable to a uniform rate for weight; but there are many objections to this scheme. In the first place, a table must be framed for every station. The public would invariably use the smallest stamp for their letters when within the weight, leaving the overcharge for increased distance to be recovered from the receiver; but payment would be refused, as is now the case with ship letters, and clerks could not enforce it. I again repeat, that as the real business of the Post-office is carried on by the clerks, the rules cannot be too simple. The fundamental error in the Act of 1837, with its 50 or 60 clauses, schedules, and exemption lists, is that it is far above the comprehension of the class of natives by whom its provisions have to be carried into effect, and does not in any way ensure the collection of the revenue.

Overland letters.

As far as I am aware, there is not any check on the realization of the Overland postage on letters, books, and parcels received *viâ* Bombay, Madras, and Calcutta, and "despatched to offices under other Presidencies." Provided the chellan is returned to the Despatching-office, and the covers are delivered (though this is at the clerk's discretion), there is an end of the matter. Although the writers have an undefined dread of interfering with Overland correspondence, a return for any month from January to June last, showing the number of bearing letters, &c., received by the steamer, the amount collected on them at the offices under the Presidency they were despatched from, and the sum credited for those forwarded beyond that range, would be both curious and instructive.

Accounts.

The fewer the accounts, and the more simple their form, the more likely are they to be correct. Returns are now required, showing in detail the number of bearing, service, paid, free, &c., covers and banghies, received, despatched and forwarded, which give a great deal of trouble, but are useless, because they are not to be relied on. The clerk may frame them at his pleasure, and detection is impracticable.

Banghies.

In 1847, at the request of Sir G. Clerk, who expressed his regret at the Thibet mission being deprived of the use of the instruments which had been sent out by the Court, consequent on the inability of the General Post-office to forward them to Mhow by bhanghy (they were afterwards despatched *viâ* Sinde, but arrived too late), I drew up a memorandum showing that packages of any size, from a band-box to a piano, could be transmitted from one end of the Presidency to the other at an enormous profit, if the present scale of charges were retained. The experiment tried on the Poona road was a failure, because I entertained an extra establishment, instead of employing the contractor, and (as afterwards recommended) paying him a specified rate per man per stage for every cooly load beyond the regulated banghy weight (18 lbs.) made over to his care. A day's warning was to be given to enable him to have the men ready at each station. Under this system they would only be hired when wanted. The memorandum is in the General Post-office.

Horse contracts.

In framing horse contracts a clause should be entered prohibiting the cattle being let out to travellers or others, and a heavy penalty should be enforced against those seizing them by force.

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force. On several occasions I was necessitated to report the conduct of gentlemen infringing this rule, as, had the practice been tolerated, the regular service of the dawk could not have been carried on. To protect the riders from ill-treatment, a printed copy of the prohibition and penalty should be hung up in every stable.

It has been suggested that the Bombay Presidency should be divided into districts, each under a postmaster, who should be bound to visit his subordinate offices once every season, be personally acquainted with the routes travelled over within his range, and required to forward a report agreeably to the form sent to the Postmaster-general. The present travelling returns (with the exception of those from the Dekkan division, where the roads have been surveyed, and the rivers and nullas numbered) are fictions, as from the want of surveys and certificates the entries of detentions cannot be checked. Moreover, where the dawk is not carried by contract, the clerks may detain the mail as long as they choose, noting the quarter of an hour only. With a contractor's agent at their elbow, the sorting, &c., must be performed in the stipulated time.

The dawk overseers will be found willing enough to take the contracts, and (as proof of the unsoundness of the present system) to engage to carry it at a quicker rate and less expense than is now the custom.

The division into districts is now given.

DEKKAN DIVISION.

Poona, Ahmednuggur, Sattara, Kurar, Teejooree, Seroor, Koorkee, Khandalla, Panwell, Pundapoor, Sholapoor:—Eleven offices, and a range of about 500 miles to be travelled over once a year.

SOUTHERN MARATHA DIVISION.

Belgaum, Dharwar, Kulladgee, Beejapoor, Kolapoor:—Five offices.

SOUTHERN CONCAN DIVISION.

Rutnagherry, Dapoolee, Vingorla, Mulwan, Gohagur, Sawuntwaree:—Six offices.

NORTHERN CONCAN DIVISION.

Tanna, Bassein, Tarrapoor, Damaun, Surat, Broach, Baroda:—Seven offices.

AURUNGABAD DIVISION.

Aurungabad, Akola, Kunkur, Kuringah, Jafferabad. (The Jaulna Post-office should be included in this range):—Five offices.

GUZERAT DIVISION.

Ahmedabad, Hursole, Deesa, Pahlunpoor, Kaira.

KHANDEISH DIVISION.

Malligaum, Bhewndy, Nassick, Chandore, Dhoolia, Mundlaysir, Asseergurh, Mhow.

LOWER SINDE DIVISION.

Rajkote, Gogo, Bhooj, Kurrachee. (The roads across the head of the Runn, and between Bhooj and Tatta, are very difficult, and should be well known to the district postmaster. They are too distant from the Guzerat range to be included under it):—Four offices.

UPPER SINDE DIVISION.

Hyderabad, Sukkur, Shikarpoor:—Three offices.

The boundaries of each division must be fixed by the Postmaster-general, and every post-road within it surveyed by the district officer. On a new incumbent taking office, he should be obliged to travel over the whole of them the first season.

Ootacamund, 22 July 1850. (signed) *S. V. W. Hart.*

REPORT on the DISTRICT DAWKS in the BOMBAY PRESIDENCY.

(No. 356 of 1850).

To *J. G. Lumsden*, Esq., Secretary to Government, Bombay.

Sir,

THE great points in the inquiry which the Right honourable the Governor in Council has been pleased to entrust to me, such as the practicability of introducing an uniform rate of postage irrespective of distance into this country, the use of stamps, the abolition of franking, compulsory prepayment of postage, &c. &c., being applicable to the whole of India, and dependent therefore on a great variety of circumstances, some of them, perhaps, peculiar to particular divisions or provinces, can with much greater probability of ultimate advantage, and more certainty as to the correctness of the conclusions arrived at, be treated of when the Commissioners from the several Presidencies have had an opportunity of personally conferring together, and of comparing the results of their inquiries in different parts of India.

2. There are, however, some questions which, being from their nature rather of local importance, and more confined to the circumstances of the particular Presidency, it seems to me, may with advantage be at once brought forward. One or two I have already noticed in former letters, another is the district dawk.

3. The question whether this dawk should or should not be placed under the control of the Postmaster-general, it will doubtless be more proper to consider hereafter, when I have had an opportunity of conferring with my colleagues and ascertaining what their sentiments on this point are but as I am of opinion that some changes might be introduced with advantage, whether those posts remain under the collectors, as at present, or not, I shall proceed at once to submit the following information and suggestions in respect to them.

4. These dawks were regularly established in A. D., 1841, before which a daily communication was for the most part kept up, in each collectorate, between the principal station and the town in which the head district officers were located, though the accommodation afforded by them was not thrown open to the public. In that year, however, they were placed under an uniform system, and rules were laid down by Government for their regulation and management. For a full account of these posts, and the arrangements under which they were then placed, I beg to refer you to Mr. Secretary Morris' letter to the Secretary to the Government of India, No. 983, of 2d April 1841, and enclosures.

5. The system of posts we are considering having sprung from the communication necessarily kept up by the collectors with their district officers, and being in fact merely an extension of it, has been, as might have been expected, confined each to the particular zillah in which it originally existed, and has not, with a very few exceptions, extended to the neighbouring Collectorates, however near the border towns might be; nor has the communication between the head station and the districts, heretofore kept up by the collector's peons, been suspended, though in some cases the General Post lines now run over the same or a part of the same line of road.

6. Again, in the arrangements for the delivery and receipt of letters, the hour of the post's despatch, the celerity or regularity of its travelling in transit, the different places at which letters can be posted, &c., the convenience of the revenue officers of the district have been of course more attended to than those of the public.

7. Notwithstanding these disadvantages, however, these posts have gradually been more resorted to, and have continued to yield an increasing revenue since their establishment; and, were means adopted to afford greater facilities by them, there can be no question they would be very extensively availed of by traders and others, in preference to private messengers and other means of communication, to which they must now resort for want of any postal convenience.

8. Annexed is a statement showing the number of letters despatched and received service and bearing postage, and the amount of postage receipts, together with the cost and aggregate charges for the district dawks under the Bombay Presidency, for the year A. D. 1842–43, and a similar statement for A. D. 1848–49 (the last year for which I could obtain complete accounts), from which it will be seen that the chargeable letters have increased in six years from 81,376, the number in 1842–43, to 281,590, or nearly 3½ fold.

9. I have laid down in a map, which I beg to transmit herewith, the lines at present travelled by the regular post, and by the district dawk (for the roughness of which I must apologise, but I was obliged to lay down the lines myself, and I am but an indifferent draughtsman), in order that the Right honourable the Governor in Council may understand, by a reference to it, with greater facility, the remarks I am about to make in respect to the several Collectorates of this Presidency. The regular post lines, I should premise, are in red, and the district dawk lines in black ink, any extension or junction of existing lines proposed by me being shown by dotted lines in black ink.

10. In the Poona Collectorate it will be seen that there is a district dawk running north through the towns of Chakun, Khier, Narraingaon and Joonere, and terminating at Brahminwaree,

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minwarree, where there is a mahalkerree's station, and that this terminus approaches within 10 or 15 miles of Kotool, in the Ahmednuggur Collectorate, which again is connected, through Aukola, Sungumneer and Sinnur, with the large and important town of Nassick.

11. At present, if a person residing at Jooneare wishes to send a letter to his friend at Kotool, or the towns beyond it, it has, it will be seen, to travel by the district dawk to Poona, from thence by the regular post to Ahmednuggur, and then to be forwarded by the district dawk to its destination, thus subjecting the parties to great additional delay and expense; instead, as would be the case were the district dawks of the Poona and Ahmednuggur Collectorates united by joining Brahminwarree to Kotool, of merely travelling over the short intervening distance.

12. Not only, however, would the junction of these two places greatly accelerate the communication between the border towns, it would also bring the two large and important cities of Poona and Nassick nearer together. At present letters intended for Nassick have to travel round by Ahmednuggur and Malligaum to their destination; they could then go by the district dawk by Brahminwarree, Kotool and Simnur.

13. The importance of joining the district dawk of Poona and Nuggur at this point was, I find, brought to the notice of Government by Mr. Escombe, when Postmaster-general, in his letter to Mr. Secretary Morris, No. 1207, of 28th July 1842, paragraphs 10 and 11, and it is not too much to conclude that the importance of the measure is at least as great now as it was eight years ago; and I would therefore recommend that steps be at once taken to fill up the hiatus, and every facility given to the public to transmit their correspondence by this line.

14. One of the collectors to whom I made a reference on the subject of my proposition to join the extreme points of the districts' dawks of the different Collectorates, unwillingly, while questioning the necessity of the measure, gave very strong testimony of the advantage the postal revenue would be likely to derive from it; he stated, it would be much easier for a man, in the case supposed by me, to send his letter by a private messenger to his friend in the neighbouring Collectorate. This is all I contend for; and so long as this is the case, all such correspondence will go by private hand, and the post will loose the profit of carrying it.

15. Besides the northern line of district dawk, in the Poona Collectorate, there is another extending eastward as far as Indapoor. A part of this line, viz., from Poona to Sassoor, 14 miles, is travelled over by the regular post. This should, therefore, be taken off, for it can never pay to have two lines of post along the same road; and if the means afforded by the General Post to carry the additional correspondence are inadequate, which I should imagine under good management would very rarely be the case, they should be increased in preference to maintaining two distinct dawk establishments on the same line of road.*

16. The terminus of this line at Indapoor is about 20 or 25 miles from Bemblesh, in the Scholapoor Collectorate. It might be found advisable hereafter to join these two towns by a line drawn through Temboornee, and continued thence to the General Post line at Punderpoor; but as the regular post line from Poona to Punderpoor runs at no great distance, this is perhaps unnecessary till more urgent reforms have been carried out elsewhere.

17. In the Ahmednuggur Collectorate I have already proposed to connect Kotool with Brahminwarree. The communication from Nuggur to Nassick is complete; it only requires that the convenience and accommodation of the public in respect to its celerity and certainty, &c., should be consulted as far as possible, so as to secure the whole correspondence passing between those places, and give to the community the full advantages of the more direct communication, thus rendering recourse to the circuitous route by Malligaum (the present General Post line) unnecessary.

18. Between Ahmednuggur and Seroor there is a district dawk, as well as a general post communication. These do not, however, travel over the same line, the former going round by Parneir, in order to visit a mamledar's station there. It might, however, be found feasible to do away with this double post, by sending packets for Parneir by the regular post line, to be dropped at the nearest point in passing, and the attention of the collector to this might be suggested.

19. There is another line running in a southerly direction to Kurjut and Kheir; the former of these places is not more than 20 miles from Kurmulla in the Scholapoor Collectorate, with which I think a communication might be opened, as it would afford important facilities to the correspondence with Scholapoor and the neighbourhood, which has at present to travel round by Poona.

20. In the Scholapoor Collectorate there is, besides the northern line, which it is proposed to join with Nuggur at Kurmulla, a line to the southward running through Nundroop, Indee, Heepurga, and Toonghee to Moodeebehal; this might be connected with the post line at Danoor, where there is a post-office clerk already stationed, and thus open up a direct

* N. B.—On many of the lines the General Post carries the whole of the district dawk correspondence.

direct communication between Scholapoor and the whole of the territory to the south of the Krishna river, the correspondence with which has at present to go round by Punderpoor.

21. The line of district dawk from Belgaum and Dharwar, in an easterly direction, which terminates at Hoongoond, might also perhaps with advantage be joined to the post line at Danoor.

22. In Belgaum there are many long lines of district dawk; of these I think that the one terminating at Tasgaon, in the north, might be united with the Sattara district post either at Ashta or Khanapoor, whichever might be found most advantageous.

23. In Dharwar some of the lines of district post have already, for the convenience of the Revenue Survey carrying on in the Southern Maratha country, been joined to those of the neighbouring Collectorates; on several lines in this zillah, however, the district and General Post travel over the same ground, for instance, on that from Dharwar to Hooblee, and thence to Turrus, from Hancheree to Ravee Bednore, and from Dharwar to Kittoor. Arrangements should be made in these cases for removing the district post; and the collector of Belgaum might perhaps be able to arrange, by means of short branches from the General Post line from Belgaum to Kittoor, to discontinue some of the district posts communicating with stations to the east and west of that line in his Collectorate.

24. In the Rutnagherry Collectorate the principal communication is carried on by the regular post, there being branch lines from it to the different mamledars' and mahalkurrees' stations off the line. The collector, Mr. Coles, states that inquiries are on foot to open a communication between the new town and bunder of Waghotun and Kholapoor, an arrangement which seems in every point of view desirable, now that this port bids fair to be the great entrepôt of the trade of the Southern Marratha country; there is already a district dawk kept up between Kolapoor and Bourah above the Ghauts, and this might possibly serve to form a part at least of the new post line.

25. He also observes, that if something were done to make Sattara nearer for letters from Chiploon, it would be advantageous to the mercantile community; at present the communication is by the district dawk from Chiploon to Gohagur, thence by the regular post either *viâ* Bombay and Poona, or by Rutnagherry, Vingorla, Belgaum and Kolapoor; in either case an immense circuit.

26. On this subject Mr. Frere, the late Commissioner at Sattara, writes: "Of even greater importance to native traders is a line from Kurar to Chiploon *viâ* the Coombharlee Ghaut. This Ghaut is the most frequented pass between the Bhore and Ramghauts, and Chiploon is, I believe, the most frequented port between Panweli and Vingorla, with the exception, perhaps, of Mhar. Government have, moreover, lately sanctioned a large outlay on the Ghaut, which I expect will greatly increase the trade over it. At present I doubt whether there is more than a district dawk station at Chiploon; and there is no direct communication of any kind with the country above the Ghauts."

27. Should it be considered expedient to open a regular postal communication with Chiploon, either branching from Kurrar on the line between Sattara and Kolapoor, or from Sattara itself by the Tecraghaut, by which route the distance is only about 40 miles, and one or other of which appears to me to be very desirable in every point of view; I should feel disposed at the same time to recommend an entire change in the route at present travelled by the General Post from Bombay to Rutnagherry.

28. The present road is, as you are aware, from Panwell through the Khonkan by Penn and Nagotna to Dapoolee, and thence by Anjunwell and Jyghur; and owing to the number of rivers and kharees to be crossed, dawk travelling is at all times slow; the post not reaching Rutnagherry till the fourth day in the dry season; it does not, moreover, admit of much improvement, and the detention from rivers during the monsoon must always be great.

29. I would suggest, therefore, that the post travel by Poona and Sattara, thence by the proposed new line to Chiploon, the latter station being connected with Rutnagherry by a line through Sawurdeh and Sunguneshwur, a mamledar and mahalkerree's station.

30. To meet the additional expense which this would occasion, the district dawk in the Sattara territory from Sattara to Mhusson and Ashtee might, Mr. Frere suggests, be taken off, and short branches established from the General Post line between Sattara and Koolapoor; besides which, the regular post line between Dapoolee and Rutnagherry could then be replaced by a district dawk, the post-office at Gohager being removed to Chiploon; the district dawk between Chiploon and Gohager might be done away with altogether, and the short line connecting Dapoolee with Kheir moved to connect Kheir with Chiploon.

31. There is already a district dawk communication between Rutnagherry and Sungunneshwur, and between Chiploon and Sawurdeh; these would no longer be required, did the General Post line run as proposed through Chiploon, Sawurdeh, and Sungunneshwur to Rutnagherry.

32. The advantages I anticipate from the arrangement I have proposed, would be, first, the opening of a direct line of communication between the important bunder of Chiploon and the upper country; and second, the acceleration of the mail to Rutnagherry: the

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first of these advantages is, I think, self-evident, and requires no proof; the second can easily be shown.

33. The post, as I have stated at present, takes between three and four days from Bombay to reach Rutnagherry; by the route I have proposed it would take 16 hours to Poona, 12 hours from thence to Sattara, about 12 hours more to Chiploon, and say another 12 hours to Rutnagherry, or in all, 52 hours; and when a horse dawk has been established between Poona and Sattara, which must be the case sooner or later, it being an excellent metalled road all the way, this will be further reduced some four hours more, so that the mail will then take only two days instead of sometimes four, and be liable to much fewer detentions from rivers and other causes of obstruction in the monsoon, owing to travelling through the Deccan a great portion of the way instead of the Konkan, and being removed from the delays of kharees and boats on the sea-coast.

34. A new Post-office has already, I believe, been established at Waghotun, the additional expense occasioned by which might, I think, be provided for by doing away with the Post-office at Malwan, and making it a district dawk station under the Mamledar, the correspondence as at present travelling by the regular post line, which runs through Malwan from Rutnagherry to Vingorla.

35. Should the new line between Waghotun and Kolapoor be opened, it would, I conclude, pass through or close to Khareeputtun, a Mahalkerree's station, and in that case the district dawk line between it and Rajapoor could be taken off, as the Mahalkerree would then communicate with Rutnagherry and other stations by Waghotun.

36. I would also propose, with the view of still further facilitating correspondence between the upper and lower country, that the present district dawk line from Rutnagherry to the Mahalkerree's station of Laujeh be carried on as far as Vishalghur, with which place a communication is kept up by means of the district dawk with Kolapoor. This would open a direct line between the latter (and through it with places beyond) and Rutnagherry, as well as the ports of Jyghur and Dhabole, to the north of it.

37. In the Sattara territory, Mr. Frere, the Commissioner, states that the present district dawk from Sattara to Mahableshwur should certainly be made a general post line (the packets for the Mamledar of Jaoolee being dropped at Meea, his head quarters, as at present), and continued as far as Mhar, a place of considerable trade, where a new Post-office has been lately established.

38. Mr. Frere observes—"To send a letter from Malcolm Pett to Mhar, 30 miles, it is necessary now to send a purpose messenger; otherwise, by the Government Post-office, the letter would have to go round by Poona and Panwell, about 220 miles. This may be of little moment to Europeans (though to them the inconvenience is great, and the expense, to many people, of some importance), but it is of serious inconvenience to native traders in Waee and Sattara, to whom a direct, cheap and speedy communication with Mhar, their nearest port, is of great importance."

39. In these sentiments I entirely concur; and I would, therefore, strongly recommend that the line from Sattara to Mahableshwur be at once made a general post line, and that it be thence carried on also as the general post line to Mhar. There are already Post-offices at Sattara, Mahableshwur and Mhar; the only additional expense therefore to be incurred would be for runners from the Hills to Mhar, 30 miles; and as the collector of Tannah already, I believe, keeps up a district dawk communication between Mhar and Poladpoor, 10 or 12 miles on the road towards Mahableshwur, which would then be unnecessary, the only additional expense would, in fact, be runners for the remaining distance of 18 or 20 miles.

40. Besides the advantages pointed out by the Commissioner at Sattara, this junction of Mhar to Mahableshwur would open a direct communication between the Sanatarium of the Western Presidency and Bombay, in place of the present circuitous route *viâ* Poona.

41. The district dawk line from Sattara to Waee, Mr. Frere recommends, should be further carried on till it joins the regular post line between Poona and Mahableshwur, which runs at a distance of only eight miles, and this, he adds, "would give Waee, a large town of 15,000 inhabitants, direct postal communication with Poona, Malcolm Pett, and, if the above suggestion for a line from Malcolm Pett to Mhar be adopted, with Mhar also, instead of, as at present, all letters going round by Sattara." There can be no question of the expediency and advantage of this proposition.

42. The long and important lines of district dawk from Sattara to Punderpoor, and from Sattara to Beejapoor, at both of which we have regular Post-offices, and the former of which is connected by a regular post line with Sholapoor, leave little to be desired at present, as far as Sattara is concerned, in the way of postal communication in an easterly direction. All that is needed is, that the fullest advantage should be taken of them by the Post-office authorities, and that in all cases in which the district dawk lines afford more direct communication between two places, packets should be invariably despatched by them in preference to the more circuitous routes travelled by the regular post.

43. In the lapsed state of Colaba, there is only one line of district dawk, that which connects Alibaug, the capital, with the general post line at Penn; a much nearer route would be

be by Mandeva, in the northern extremity of Colaba, from whence Bombay is only nine miles distant; but this would involve the keeping up a communication by sea, the expense of which the correspondence with Colaba alone is at present probably not of sufficient importance to render it expedient to incur.

44. It is, however, I think, a question for consideration, whether the southern mail to Rutnagherry and Vingorla, if still continued to be sent through the Konkan, as at present, might not with advantage be changed from the circuitous route by Panwell and Penn to Alibaug, joining the old line again at Nagotna, and in that case the connexion between Bombay and Mandeva, or Bombay and Carinja (and thence to Alibaug) by sea across the harbour, must be kept up. A ferry already plies daily between the above places, and an arrangement might no doubt be made, at an inconsiderable cost, with the farmer for carrying the mails.

45. Probably, of the two, the route by Carinja would be the best for the year round, as there might be some difficulty in crossing to Mandeva during the south-west monsoon; besides which, some regular postal communication seems requisite between Bombay and that island (there is at present none), the head quarters of an assistant in the Customs Department, and a place of favourite resort during the hot months.

46. The collector of Tanna keeps up a communication with Carinja, a Mahalkerree's station, by means of the district dawk from Bandora. This would, in the event of the regular post passing through it, be no longer required, and the Post-office runners on the present line from Panwell to Nagotna would be more than sufficient to provide for the new route by Carinja and Alibaug, letters for the Mamledar's station at Penn being sent by the district dawk from Alibaug, already maintained.

47. In the Kolapoor territory there are two lines of district dawk leading to the south, the one inclining slightly west, and terminating at Booderghur, the other following a more easterly course, and leading to Gud-Ingluz; the political superintendent might perhaps find it practicable to dispense with the latter of these, as the general post also travels south, and nearly parallel with it, and provide for the communication necessarily kept up with his district officers by a short branch from the regular post line.

48. Two lines run in a westerly direction towards the Syadree range of Ghauts; one of these terminates at Veshalghur. This I have already proposed to connect with the Mahalkerree's station at Lanjeh, in the Rutnagherry collectorate; the other goes to Bhowra, and might either be joined to the Mahalkerree's station at Khareeputtun below the Ghauts, or if, as I have reason to believe, it is in contemplation to open a dawk line from Kolapoor down to the newly-made Phoonda Ghaut, some 15 or 20 miles south of Bhowra, and thence to the new bunder at Waghotun (to which I have alluded in para. 24), this line might possibly serve to form a part of the new communication by that route.

49. Mr. Frere, in writing to me in connexion with the subject of district dawks, observes, "Traders complain that a better communication is much wanted from Chiploon and Rajapoor, in the Konkan, direct to Tasgaon, Meerich and the districts beyond, north of the Chrishna;" but that country is out of my jurisdiction, and I cannot tell how the defect might best be supplied; possibly by branches from Ashte or Kolapoor, or both places.

50. The district dawk line running east from Kolapoor terminates at present at Serole: were this prolonged 15 or 20 miles, it might be made to reach both Meerich and Sanglee, two towns of very considerable importance; 10 or 15 miles more would bring it to Ashte in the Sattara territory; and were the latter connected with Tasgaon, as proposed by me in para. 22, it would, with the additions above suggested, at once supply the defect alluded to, and open a communication with all these places and the coast.

51. In the Tanna collectorate the general post line runs through the whole extent from north to south, and again east to the Thull and Bhore Ghauts. There are branches from it communicating where necessary with Mamledars' and Mahalkarrees' stations, and, as observed by the collector, Mr. Law, there are such facilities for correspondence afforded by the several lines of the regular dawk passing through this collectorate, that it seems needless to incur any additional expense to improve the communication between neighbouring districts.

52. In the Surat collectorate, in like manner, the district correspondence is for the most part carried by the regular post. There is a line of district dawk branching from Kaliabaree and communicating with Checklee, which the collector might find it feasible perhaps to provide by a short branch from Beeleemora instead, thus effecting a saving of 10 or 12 miles; and from Surat northward, the general post and district dawk travel over the same line as far as Parria, two stages from Surat, which is unnecessary, and the district dawk should be dispensed with.

53. There was formerly a general post line from Surat to Dhoolia: this has been lately discontinued. On this subject the collector, Mr. Fawcett, says:—"I beg to suggest for your consideration, whether this line, which causes such great saving of time, might not be retained at trifling expense by means of joining the still necessary lines of the Khandeish and Surat district dawk, the former requiring communication as far as Nawapoor, the latter to Walore; the distance between which places is only about 33 miles."

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54. I am not aware of the reasons for doing away with the direct postal communication between Surat and Dhoolia, though I conclude it was owing to its not paying; as, however, letters have now to go round by the very circuitous route of Malligaum, Nassick and Tanna, and a district dawk communication already exists over the whole distance, with the exception of 33 miles, I would certainly strongly recommend that a junction be effected, and the correspondence between the two stations be sent by the direct line of the district dawk instead of the circuitous route of the general post.

55. The expense, as compared with a direct regular post line throughout would be trifling, and the returns would, I should think, be sufficient to cover it, as it would connect many important towns in the Khandeish and Surat collectorates.

56. The collector of Broach, Mr. Davies, in writing to me on the subject of extending the benefits of the district dawk beyond the precincts of the several collectorates, observes:—" The suggestions have my entire concurrence; the present concentrating system is tantalising to all who reside in frontier towns, whence, though often within a few miles of other towns similarly situated, there is no postal communication."

57. This collectorate is, in respect to the general post, similarly situated to Tanna and Surat, the line running almost through its entire length. To the south, however, Mr. Davies remarks:—" The mercantile connexion between the Hangote district and Surat through Oolpar is pretty extensive, as almost all the cotton, and most of the wheat of that district, naturally finds its way to the Surat market; an uninterrupted postal communication would, therefore, be a considerable boon to the people of both places."

58. I am not disposed strongly to press the junction of these two towns at present, as the circuit by the regular post, though doubtless it occasions some loss of revenue, owing to parties communicating in preference by private messengers, cannot, I think, be considered of equal moment with the inconvenience experienced in other places; at the same time I must add, that the cost, as estimated by Mr. Davies, is extremely moderate; he states that for present requirements a communication on alternate days would suffice, and that the cost of three cossids, which would be all that would be wanted, would only be *Rs.* 180 per annum.

59. Mr. Davies also recommends a junction between Jumbooseer and Baroda, as parties residing at either having occasion to communicate must now send their letters *viâ* Broach, thus losing a whole day either way.

60. He observes, " As the port of export for the produce of his Highness the Guicowar's territory, to say nothing of the valuable produce of Malwa, it is easy to perceive the advantage which the commercial classes on both sides would derive by the establishment of a branch line of post between Jumbooseer and Baroda. If the talked-of tramway to Tankaria Bunder is ever carried into effect, the necessity of a daily dawk will be beyond all question."

61. The cost he estimates at about *Rs.* 720 per annum for a double line of six cossids, the distance being about 30 miles; " half at least of this expense," he adds, " would, I should imagine, be willingly defrayed by the Guicowar."

62. There can be no question of the advisability of the branch line suggested by Mr. Davies; whether half of the expense would be borne by the Guicowar seems not so certain. Indeed I have some doubts of the justice of asking his Highness to pay a portion of the cost of establishing the new line, unless at the same time he is to be allowed to share in the returns from postage.

63. Besides the line from Jumbooseer to Baroda, which I would recommend should be sanctioned, I think a branch line should be opened between Jumbooseer and Cambay. At present letters from the latter place, which I need not remark is one of the most, if not the most, frequented part in Guzerat, intended for the Presidency, have to go round by Kaira and Baroda; they could then be sent direct to Broach, and save nearly two days.

64. A district dawk already exists between Cambay and Kaira, and this junction would thus be the means likewise of opening a direct communication between Kaira and Broach.

65. In respect to joining the lines of district dawk in our territories with any of the border towns belonging to his Highness the Guicowar, and thus opening new channels of communication, I find that nothing approaching to our district dawk is kept up by that prince.

66. The Resident at Baroda, Lieutenant-colonel Outram, to whom I made a reference, states—" I regret to have to inform you, that no regular system of postal communication is maintained anywhere within the Guicowar's territory. Orders to Komaviedars, or other district officers, are sent by cossids, as occasion requires, not at regular intervals; consequently no regular communication by this means is available to the public."

67. In the Kaira collectorate the regular and district dawks travel together over a portion of the road between Kaira and Baroda as far as a place called Anund. This should be remedied, and the district dawk taken off, the packets being entrusted to the general post.

68. I have already proposed to unite the district line terminating at Cambay with the town of the Jumbooseer in the Broach collectorate; no further extension of the district dawk

dawk seems feasible in this collectorate at present, as there are no similar means of communication with which to effect a junction in the neighbouring territories of His Highness the Guicowar, or in the Mohee and Rena Kaunas.

69. In the Ahmedabad collectorate, the district dawk, from the capital to the port of Gogo, has lately been made a General Post-office line; could a direct communication be opened between Gogo, across the Gulph of Cambay, and some point of the opposite shore in the Surat collectorate, Bhugwa, for instance, it would greatly shorten the time occupied by the post, and save the long circuit by Broach, Baroda, Kaira and Ahmedabad.

70. Besides, however, the advantage of opening a direct communication with the port of Gogo, such a junction would have the effect of greatly accelerating the transit of the mails to and from the important stations of Rajkote and Bhooj, and the province of Sindh, as it would save the necessity for the detour *viâ* Kaira.

71. The subject has, I find, been already brought to the notice of Government; and I beg to refer you to a letter from the acting Political Agent in Kattiwar to the Secretary to Government in the Political Department, No. 212, of 25th September 1846, with enclosures, and to a report by the Postmaster-general, dated 21st November 1846, No. 2028, and to Mr. Secretary Escombe's letter to the Postmaster-general, No. 719, dated 18th March 1847, with accompaniment, and Mr. Ravenscroft's reply, No. 633, of 18th May 1847, and subsequent correspondence.

72. From the Postmaster-general's letters, to which I have adverted above, it will be seen that the scheme was then deemed impracticable, at all events during the monsoon, owing to the difficulty of crossing the mails over the Gulph of Cambay, and again from Jooria Bunder over the Gulph of Cutch; as, however, the saving of nearly two days in communicating with Rajkote, Cutch and Sindh must, especially in the monsoon, when the transmission of correspondence by sea is suspended, be a matter of considerable moment, the subject appears to me deserving of further consideration and inquiry.

73. The plan would seem to have been originally proposed by the late Sir Alexander Burnes in 1832; and it was again brought forward by the Collector of Continental Customs, Mr. Pelly, in 1839; it has always been a favourite scheme of the Political Agents in Kattiwar, having been strongly recommended both by Major Le Grand Jacob and Major Laing.

74. The distance from Gogo to Rajkote is 116 miles; from thence to Jorria Bunder, 40 miles; and from Soonia, on the opposite shore, to Bhooj, 36 miles, and sea 20 miles; by sea, across the Gulph, the whole distance from Gogo to Bhooj would be 212 miles; the distance between Surat and Gogo by the proposed route is 48 miles: Bhooj would thus be only 260 miles from Surat; whereas by the road at present travelled by the mails the distance is 395 miles.*

75. The difficulty apprehended in opening the proposed route was the having to cross the Gulphs of Cambay and Cutch. Now, however, that the aid of steam can be commanded, this, I should imagine, could be easily surmounted. Supposing, however, the expense likely to attend the establishment of two steam ferries to interpose an obstacle, it might still be worth while to try what could be done across the Gulph of Cambay, as an experiment, and allow the post line *viâ* Thau and the Runn to remain as at present. In that case, the line from Gogo should go, as at present, to Dhollera, from whence there is a district dawk to Dundooka, only about 15 or 20 miles from the general post line passing from Kaira, with which it should unite about Limree, when the present line from Kaira to the point of junction, a distance of about 60 miles,† might be taken off, as the northern mails could come by the general post line from Ahmedabad to Dhollera, and thence by the proposed junction line to Kan and Rajkote; there would thus be a saving of at least 40 miles in expense of carriage to go towards meeting the cost of crossing the Gulph of Cambay.

76. There is also a short district dawk line from Surat to Oolpar, about 15 miles, which would then be no longer required, as the proposed line to Gogo direct would pass through Oolpar to Bhugwa on the Surat side of the Gulph of Cambay, and the expense of which would thus likewise be saved.

77. The line above adverted to, though not bringing Bhooj and Sindh so near to the Presidency

	Miles.
* Surat to Broach	40
Broach to Baroda	50
Baroda to Kaira	52
Kaira to Bhooj	253
TOTAL	395

	Miles.
† To be taken off from Kaira to Limree	60
Deduct new line to unite Dundooka with Limree	20
Balance saved	40

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sidency as the route formerly proposed, would still very much decrease the distance at present travelled over; thus, Surat to Gogo, 48 miles; Gogo to Dhollera, 47 miles; thence to the point of junction with the present route, about 35 miles; and thence to Bhooj, 190 miles; 320 miles in all, instead of 395, or a saving at least 18 hours in the time occupied by the post.

Vide Major Laing's letter to Government, No. 14, dated 25th January 1847.

78. There are unfortunately no district dawks in Kattiwar; but in 1847, it appears that the Thakoor of Bhownuggur was willing to establish a direct communication between that place and Rajkote, in the event of the line *viâ* Gogo being opened; this would, if considerations of a political nature allowed its being made use of as a dawk line, at once give to Rajkote the full benefit of the shorter route, and obviate the necessity for correspondence going round by Dhollera and Kan.

79. A district dawk branches from Hursole, in the Ahmedabad collectorate, to Parantej, to Warassa and to Bayur; the first of these branches could, were district dawks established in the Mhyee Kaunta, be easily extended to Eder and Ahmednuggur, two important cities of that province.

80. In the Khandeish collectorate there are a number of short lines of district dawk, branching for the most part from the regular post lines passing through the zilla, and connecting the several Mamledars' and Mahalkerries' stations, with which a daily communication is required with the head-quarters of the district at Dhoolia.

81. The collector, Mr. Elphinstone, complains of the delay which this sometimes occasions in communicating with his district officers: he says, "The average rate of travelling of the district dawk is about 3¼ miles an hour; but this is a result arrived at by calculating the actual travelling hours; whereas the delays that occur at the different stations, more particularly at the points where the packet joins the regular mail, form subjects of complaint. In explanation of this, I would observe that the letters destined for distribution in the interior of the zilla, and consequently posted in the district dawk office at Dhoolia, are registered and made up into packets for the several talookas, and delivered into the regular Post-office. If delivered within the prescribed hour they are received, else they are rejected, and of course laid aside until the following day, when they are again sent to the Post-office; but if the mail should have previously passed through the station, the district packet is necessarily delayed until the third day before starting. The same with the packet for Nundoorbar; for if by the time it arrived at Songheer the Mhow mail had passed, the packet would lie there till the next mail came in."

82. On long lines of post, like that which passes through the Khandeish collectorate to and from the North-western Provinces, it is of course difficult to tell the precise hour at which the mail will arrive at any given point; and during the monsoon especially, the time of arrival will vary considerably; sometimes, after a heavy fall of rain, the post being delayed for more than 24 hours: it is therefore impossible for the district officers to time the despatch of their packets so as always to hit the exact hour of the regular post passing.

83. The surest remedy for this would, of course, be to make the district dawk entirely independent of the general post, or, in other words, to have it carried, even when travelling over the same road, by its own runners instead of by those of the Post-office; but while so many parts of this vast continent are so ill-provided with any postal communication at all, nothing but the strongest necessity would, I think, justify the extra expense of a double line of communication over the same road; and I cannot, therefore, recommend a departure, in the case of Khandeish, from the principle which I have already laid down in respect to other collectorates, that communication both by the district dawk and regular post between any two stations should not be permitted.

84. Something might doubtless be done to mitigate the inconvenience were the collector to place himself in communication with the Postmaster-general on the subject; and if, as stated by Mr. Elphinstone, the district dawk packets are rejected by the Post-office if not delivered within the prescribed hour, a representation to the head of the department would doubtless at once lead to the Postmaster in Khandeish being instructed to give every latitude in his power for the receipt, at the different Post-offices under his control, of the official despatches of the executive officers of the district, even when not brought to the office within the prescribed time, whenever by so doing they could be at once sent forward to their destination, in place of being detained till the following day's dawk.

85. I have already proposed to connect Walore, in the Surat collectorate, with Nowapoor, the westernmost point reached by the district dawk in this province; at present the communication between Nowapoor and Dhoolia is kept up by the circuitous route of Suttana, Lohnere and Malligaum; but as by joining Nowapoor to Walore the communication between Dhoolia and Surat will be again opened, and the importance of the line thereby much increased, I would recommend that the present route to Pimpulneir be changed, and a direct district dawk established between that town and Dhoolia.

86. In that case, the present line from Suttana to Pimpulneir would be unnecessary, and if the collector could arrange for a short branch from the general post line from Chandore to Lohnere, the present district dawk from Malligaum to that station could also be dispensed with; the runners thus relieved would be more than sufficient to open the direct line I have proposed between Pimpulneir and Dhoolia.

87. From

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87. From Nundoobar the collector keeps up a communication with a Mahalkerree's station at Verdhul, distant 36 miles; the road runs at no great distance from the general post route; he might possibly find it practicable to open in place of this a short junction line between Matheo, on the general post line, and Verdhul, not more than ten miles distant, and thus save some 26 miles of district dawk.

88. The district dawks in Khandeish, the collector states, are carried by peons; but the pay of only twenty of them is debited to the district dawk, the remainder being charged to the Revenue Department. Mr. Elphinstone is of opinion that the pay of all the peons employed in the conveyance of this post ought to be debited to that head in the accounts; and as it is obviously impossible to show correctly the receipts and disbursements on account of district dawk, unless all expenses for its conveyance are charged to it, his proposition, unless otherwise objectionable, of which I am not aware, would seem correct; this is, however, more a question of account, which the collector should, I imagine, settle with the Financial Department.

89. There are no district dawks in Cutch, or in the province of Sindh; in the latter, constant communication must necessarily be kept up between the collectors and their kardars, and a system similar to that which obtains in the other parts of the Presidency could, therefore, I should think, be organized both without difficulty, and with little or no additional expense.

90. On this subject Mr. Pringle, the late Commissioner, writes,—"There is at present no regular means of communication in this province out of the line of the general post; the latter is made use of whenever it can for the conveyance of the letters of the collectors, deputy collectors, kardars, &c., and where this is not the case, they are forwarded by police sowars, or by cossids employed for the occasion, and charged for in contingent bills. The want of a district dawk is perhaps less felt here than it would be in other provinces, from the inhabited part of the country extending in a long line of no great breadth along the banks of the Indus, and the general post which runs through its length on one side of the river, on the other being accessible at greater or less distances to most of its principal places." Nevertheless something of the nature of a district dawk would no doubt in many places be a great convenience, especially in those which are situated on the opposite side of the river from that traversed by the general post. I may instance the line from Kotree, opposite Hydrabad, along the west side of the river to Sehwan, and thence to Larkhana, where it would meet a branch of the general post, as one in which a district dawk might be established with much public and private advantage, and it would render unnecessary the present branch post to Sehwan.

91. The attention of the recently-appointed Commissioner, Mr. Frere, who has, I have reason to believe, given considerable attention to district dawk communication, might be requested to the subject, in view to the improvement of intercommunication in the province by these means, either as an adjunct of the regular post, or as a revenue dawk.

92. The average rate of travelling maintained by the district dawk is, except in a few instances, scarcely more than three miles an hour; this is partly owing to the weight carried by the runners, and partly to want of attention, owing to the speed being generally a matter of minor importance; should these posts be more extensively taken advantage of by the public, which would be the natural result of the extension of the facilities afforded by them, it would be necessary to pay greater attention to these points.

93. At present many heavy service packages are periodically sent by district dawk which might frequently as easily be carried by parties escorting treasure or prisoners, and in many cases parcels, not strictly speaking "service," are sent free, which, were the privilege of franking abolished or placed under greater restrictions, would either not be sent at all, or be paid for, and in either case their number would be diminished, and the weight of the dawk reduced.

94. Moreover, these dawks being, for the most part, merely revenue posts, employed for carrying the public correspondence passing between the head station and subordinates, are frequently detained, to suit the convenience of the different officers, in transit. All irregularities of this nature must of course be strictly prohibited, and these dawks placed, in respect to punctuality of despatch and expedition in travelling, on the same footing as the regular post; returns being furnished to the collector, or other head of the department, as a check against want of attention.

95. Whatever extensions are carried out in respect to the district dawk, care should be taken that the greatest possible publicity is given to the new arrangements (the places for which packets can be made up and the probable hour of despatch should be notified at each district office), in order that the public may become aware of the additional facilities for correspondence afforded by them.

96. At present not only is communication by the district post confined to the particular province in which it has been established, but, as far as the general post is concerned, little or no advantage is taken of it; for instance, in the Ahmednuggur collectorate, although the route followed by the district dawk between that city and Nassuck is very much more direct than that by the regular post, which travels round by Malligaum, the Post-office packets for Nassuck

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Nassuck are invariably sent by the general post line; and this is the case in many similar instances.

97. This is, in a great measure, owing to the Post-office authorities having no cognisance of these district dawks, which have since their establishment been under the entire and distinct control of the revenue officers of the district.

98. As I have already stated, whether these dawks should or not be entirely transferred to the General Post-office, and in fact made regular post lines, is a question on which I am not at present prepared to give a decided opinion. There seems no reason, however, why they should continue to be managed so completely as a separate department; in fact, as long as they are so, the measures I have proposed above will do little towards extending the facilities afforded by our Post-office, one, by the way, of the most important of the reforms required in this country; and I would therefore recommend that all correspondence with Government on the subject of the district dawks be submitted in future through the Postmaster-general, who should be empowered to call for any information he may require in respect to them, and suggest such alterations or extensions as appear to him best calculated to improve the general postal communication of the country.

Circular from the Postmaster-general N. W. P., dated 1st June 1846, No. 76, with Enclosures.

99. While on this subject, I beg to transmit, for the information of the Right honourable the Governor in Council, the accompanying copies of correspondence, as per margin, showing how the district dawks are at present managed in the North-western Provinces.

100. Should the more extensive reforms in contemplation, in respect to the General Post-office, be carried out, they will, when made applicable to the district dawks, tend very greatly to facilitate the introduction of the measures I have suggested, viz. an uniform rate of postage, compulsory pre-payment, and the use of stamps. There seems no limit to the facilities which may be afforded by means of these posts; not only would every Mamledar's and Mahalkerree's station be a district Post-office, but every village almost might have its bag, to be sent in by the Patell, by the village Mhar, with his periodical reports to the district office, and returned to him by the same opportunity with any letters for his village.

101. The general post would bring the letters for the head station of the collectorate; there they would be divided and forwarded to the several districts, where they would be again distributed among the villages: all being pre-paid by stamps, no postage would have to be collected; there would be no long and complicated accounts to keep; all would be uniform, simple, and easily understood.

102. Whatever may be the event, however, of our general inquiries, there seems no reason why the facilities already prepared to our hands by a daily communication between the head station of every collectorate and its subordinate district officers should not at all events be made as extensively available to the people, and as generally useful for intercommunication among them, as circumstances will admit, more particularly if, as I have endeavoured to show, the additions and alterations necessary to effect such an object are by no means complicated, nor, as far as I am able to judge, likely to be attended with much expense.

103. I have obtained from the several collectors and other officers in charge of existing district dawks in this Presidency, statements of the average number of covers of all descriptions despatched and received by them, with a register of the weight and nominal postage of all service and free packets for one month, and the rates of travelling kept up, with other particulars elucidatory of the working of the system; but it is not necessary that I should trouble Government with copies, as they would only needlessly swell my report on the subject, already, I fear, too voluminous.

I have, &c.
(signed) *W. Courtney*,
Commissioner.

Office of Commissioner for Post-office Inquiry,
Bombay, 18 December 1850.

(True copy.)
(signed) *J. Lumsden*, Secretary to Government.

CIRCULAR, No. 76.

To the Postmaster

Sir,

I HAVE the honour to forward a copy of a notification issued by his Honor the Lieutenant-governor, North-western Provinces, and request that you will, as directed therein, send all letters for places beyond your ordinary delivery in a packet addressed to the nearest district Post-offices.

You will have the goodness to send a memorandum on the 1st of every month, showing, in the form annexed, the number of letters sent to and received from each thannah, with the amount of Government postage levied or due thereon.

I have, &c.
(signed) *H. B. Riddell*,
Postmaster-general, North-western Provinces.

Camp, Simlah, 1 June 1846.

NAMES

NAMES of THANNAHS.

—	Number of Letters.	Postage.	Number of Letters.	Postage.	Number of Letters.	Postage.	Number of Letters.	Postage.	Number of Letters.
Letters sent for delivery - - -									
Letters received for despatch - -									
TOTAL - - -									

No. 279.

GENERAL DEPARTMENT, North-western Provinces.

Agra, 2 April 1846.

WITH reference to the orders of 16th May and 2d August 1838, 27th December 1839 and 30th April 1844, regarding the establishment of district dawks, the following rules on the subject, drawn up by the Postmaster-general, are published for general information.

Letters will be received at every thannah and tehsildary on the terms now notified by the Thannadar, Tehsildar, or such other officer as the magistrate and collector may appoint for the purpose. Letters addressed to persons residing beyond the limits of the ordinary delivery of a Sudder Post-office, will be transmitted to them by the district dawk, unless the persons to whom they are addressed make arrangements of their own with the Postmaster for the transmission of their letters.

The sums collected as district postage under these rules, at the rate of six pie (half an anna) on each letter, will be held in deposit by the collector, and disbursed in such manner as, with the concurrence of the Postmaster-general, may seem best calculated to improve the district dawks in the zillah.

RULES to be observed by Police Officers or others who may be authorized to receive and despatch Letters.

1. Letters "bearing postage" for despatch to any station or town in India are to be received on payment of a district postage of six pie (half an anna) for each letter.

2. This district postage must invariably be pre-paid by the sender, and will be in addition to the regulated Government postage from the nearest Post-office to the place of destination.

3. Letters for any places within the zillah should, if possible, be forwarded direct to the thannah or tehsil nearest to the place of their destination. If there be no direct communication, such letters must be sent, with those for places in other districts, to the Postmaster of the Sudder station.

4. All letters whatever, whether for places within the district or beyond it, must be entered in a register, according to the form annexed.

5. This register will be closed at the end of each month, and forwarded to the Postmaster of the Sudder station for inspection and verification.

6. A notice must be published in the town, stating the hour at which the thannah dawk is despatched, and the hour at which the thannah Post-office will be closed.

7. All letters must be despatched on the same day that they are received.

8. All letters which cannot be sent by direct route to their destination will be enclosed in a bag, and sent by the thannah dawk to the Postmaster of the Sudder station, with a detailed list, showing the name of the person to whom each letter is addressed, and the place to which each is to be despatched.

9. All letters received from the Postmaster must be delivered without any delay, and the Government postage must be collected and recorded in the receipt register, the district postage of a half anna on each letter being levied, in addition to the Government postage, and separately accounted for.

10. All postage received on letters delivered or despatched must be remitted regularly every Saturday to the Postmaster of the station.

11. The chellans which accompany letters for delivery must be returned to the Postmaster on the day after the receipt, countersigned by the officer who opened the packet.

12. The Thannadar or Tehsildar, as the case may be, will be responsible that no overcharge is made, and no unnecessary delay takes place in the delivery or despatch of letters.

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Papers and Correspondence.

Register of Letters received at on the 184 .

Bearing.						Post Paid.							
Gazettes.			Letters.			Gazettes.			Letters.			Station from whence received.	Month and Date of Chulan.
Postage.	Weight.	Number.	Postage.	Weight.	Number.	Postage.	Weight.	Number.	Postage.	Weight.	Number.		

Register of Letters despatched from on the 184 .

Bearing.				
	Gazettes.	Letters.	Station.	Month and Date.
	Number.	Number.		

List of Bearing Letters despatched from to on the 184 .

	Number.				
Letters - - - - - - - - - - - -					
Gazettes - - - - - - - - - - -					

(True copy.)
(signed) *W. Courtney,*
Commissioner.

(True copy.)
(signed) *J. Thornton,*
Secretary to the Govt. N. W. Provinces.

(True copy.)
(signed) *H. B. Riddell,*
Postmaster-general, N. W. Provinces.

STATEMENT, showing the Number of LETTERS Despatched and Received, Service and Bearing Postage, with the Amount of the RECEIPTS; and also exhibiting the Monthly and Annual CHARGE for the Runners employed, with the Amount of the Contingent EXPENDITURE and the Aggregate CHARGES, for the District Dawks in the Collectorates under the *Bombay* Presidency, for the Year 1848–49.

NAMES of COLLECTORATES.	Number of Covers Despatched and Received.						RECEIPTS.			CHARGES.		Contingent Charges.	Aggregate Charges.	REMARKS.
	Service.			Bearing Postage.			Outward.	Inward.	TOTAL.	Monthly Charges for Runners.	Annual Amount.			
	Outward.	Inward.	TOTAL.	Outward.	Inward.	TOTAL.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
Belgaum - - -	99279	69573	168852	4793	12529	17322	214 1 6	460 12 -	674 13 6	290 8 -	3166 - -	256 5 10	3422 5 10	
Sholapoor - - -	31760	27061	58821	3849	2450	6299	201 6 6	62 7 6	263 14 -	224 10 8	2696 - -	- - -	2696 - -	
Ahmednuggur - -	95864	95643	191507	13316	13020	26336	351 5 -	240 - 6	591 5 6	232 - -	2784 - -	334 3 11	3118 3 11	
Nassick - - -	19840	28165	48005	4224	5096	9320	143 - -	146 6 6	289 6 6	84 - -	1008 - -	89 4 4	1097 4 4	
Dharwar - - -	95743	87839	183582	4702	15405	20107	216 1 -	665 2 6	881 3 6	97 8 -	1170 - -	- - -	1170 - -	
Kaira - - -	48930	45299	94229	5483	9206	14689	270 2 -	324 7 6	594 9 6	144 8 -	1734 - -	198 10 5	1932 10 5	
Broach - - -	23490	24375	47865	3515	2725	6240	59 5 6	69 14 -	129 3 6	94 4 -	1131 - -	- - -	1131 - -	
Rutnagherry - -	36522	32188	68710	15439	19671	35110	430 14 -	513 10 -	944 8 -	106 4 -	1213 13 8	75 1 7	1288 15 3	
Poona - - -	90236	97355	187591	27558	29007	56565	353 8 -	450 4 6	803 12 6	287 - -	3444 - -	177 13 3	3621 13 3	
Ahmedabad - -	9629	6740	16369	4744	2308	7052	550 10 -	567 6 -	1118 - -	71 8 -	858 - -	364 10 3	1222 10 3	- - Since 1842–43, four Post-offices have been established in this Collectorate.
Tannah - - -	51199	47859	99058	13196	12231	25427	354 - 6	310 12 -	664 12 6	53 - -	636 - -	175 13 -	811 13 -	
Surat - - -	28758	29600	58358	11335	12984	24319	477 9 -	174 5 6	651 14 6	291 9 -	3345 - -	153 - -	3498 - -	
Khandeish - -	152054	155816	307870	16849	15955	32804	247 13 6	264 13 3	512 10 9	94 4 -	1127 - -	108 8 10	1235 8 10	
TOTAL - -	783304	747513	1530817	129003	152587	281590	3869 12 6	4250 5 9	8120 2 3	2070 15 8	24312 13 8	1933 7 5	26246 5 1	

Office of Commissioner for Post-office Inquiry, Bombay, 18 December 1850.

(signed) *W. Courtney*, Commissioner.

App. (D.), No. 2.

Papers and Correspondence.

STATEMENT, showing the Number of LETTERS Despatched and Received, Service and Bearing Postage, with the Amount of RECEIPTS; and also exhibiting the Monthly and Annual CHARGE for the Runners employed, with the Amount of the Contingent EXPENDITURE and Aggregate CHARGE, for the District Dawks in the Collectorates under the *Bombay* Presidency, for the Year 1842–43.

NAMES of COLLECTORATES.	Number of Covers Despatched and Received.						RECEIPTS.			CHARGES.		Contingent Charges.	Aggregate Charges.	REMARKS.
	Service.			Bearing Postage.										
	Outward.	Inward.	TOTAL.	Outward.	Inward.	TOTAL.	Outward.	Inward.	TOTAL.	Monthly Charges for Runners.	Annual Amount.			
							Rs. a. p.	*Rs. a. p.*	*Rs. a. p.*	*Rs. a. p.*	*Rs. a. p.*	*Rs. a. p.*	*Rs. a. p.*	
Kaira	26922	39602	66524	713	2811	3524	114 2 –	141 4 6	255 6 6	144 8 –	1734 – –	173 9 3	1907 9 3	
Ahmednuggur	37135	37398	74533	4019	3857	7876	296 2 6	8 4 –	304 6 6	232 – –	2784 – –	11 11 3	2795 11 3	
Nassick (Sub-Collectorate)	16971	20791	37762	2038	1099	3137	116 5 –	45 14 –	162 3 –	84 – –	1008 – –	30 9 6	1038 9 6	
Khandeish	14865	13093	*a* 27958	2070	894	2964	111 7 –	3 13 6	115 4 6	*b*	*b*	79 11 6	79 11 6	*a* This is only from January to April 1843. *b* The district peons are to take the letters.
Ahmedabad	10513	8164	18677	13398	10493	23891	174 3 8	2133 1 –	2307 4 8	265 – –	3180 – –	42 13 1	3222 13 1	
Broach	3264	3264	6528	411	411	822	39 15 –	- - -	39 15 -	94 4 –	1131 – –	- - -	1131 – –	- - This contains the number of letters received and despatched since 1st February.
Tanna	30676	31298	61974	1711	4100	5811	332 2 –	390 – 6	722 2 6	53 – –	636 – –	50 12 4	686 12 4	
Dharwar	-	-	-	-	-	-	- - -	- - -	394 6 9	97 8 –	1170 – –	- - -	1170 – –	- - All the letters, without distinction, are stated to have been forwarded in the same bag.
Poona	39390	49901	89291	2267	2975	5242	69 8 6	289 1 –	358 9 6	278 – –	3336 – –	24 4 –	3360 4 –	
Belgaum	22489	34432	56921	18	46	64	113 6 –	3 3 –	116 9 –	222 8 –	2670 – –	- - -	2670 – –	
Surat	13309	13813	27122	3219	3332	6551	142 9 6	31 8 –	174 1 6	324 9 –	2271 15 –	98 – –	2369 15 –	For seven months.
Sholapoor	18056	14829	32885	2599	192	2791	164 7 –	– 3 –	164 10 –	250 – –	3360 – –	- - -	3360 – –	
Rutnagherry	12095	10569	22664	11136	10567	21703	536 5 –	631 14 –	1168 3 –	106 4 –	1275 – –	- - -	1275 – –	
TOTAL	245685	277154	522839	43599	40777	84376	2210 9 2	3678 2 6	6283 2 5	2181 9 –	24555 15 –	511 6 11	25067 5 11	

Office of Commissioner for Post-office Inquiry, Bombay, 18 December 1851.

(signed) *J. G. Courtney*, Commissioner.

(True copy.) *J. G. Lumsden*, Secretary to Government.

No. 383.

From the Commissioner for Post-office Inquiry of *Bengal* to the Secretary to Government of *Bengal*; dated Fort William, 20th June 1851.

Sir,

ONE of the most obvious and necessary measures for extending the usefulness of the Post-office, and improving its resources, is to make the zemindaree dawks, now maintained under Section 10, Regulation XX. 1817, for the conveyance of official correspondence between the magistrates and their subordinate police, available for the private correspondence of the community.

2. In the North-west Provinces these dawks have for some years been open to the public, and so have the district dawks in Madras and Bombay, which are maintained at the expense of Government. It was proposed by Mr. Tayler in 1848, that the plan should be tried experimentally in two or three districts of the Lower Provinces, but the Government did not then think proper to accede to the proposal.

3. Under the Government of Bengal there are 60 districts, including those of the Non-regulation Provinces and the Straits Settlements. In one of these districts, Hooghly, there are 12 Post-offices; in another, 7; in three others, 6 each; in three, 5; in four, 4; in five, 3; in twelve, 2; and in thirty one, only 1 each. The average number of letters despatched in four weeks by post in these districts is as follows:—

In each district having	1 Post-office - - - - - -	1,551
,,	2 Post-offices - - - - - -	4,522
,,	3 ,, - - - - - -	2,607
,,	4 ,, - - - - - -	6,972
,,	5 ,, - - - - - -	8,720
,,	6 ,, - - - - - -	6,990
,,	7 ,, - - - - - -	8,242
,,	12 ,, - - - - - -	11,763

affording strong evidence in support of the fact that the amount of correspondence generally varies with the facilities afforded for carrying it on.

4. The Post-office is, in fact, practically closed to the inhabitants of these provinces, except those who reside in or very near the 144 towns at which Post-offices have been opened. The expense, delay and trouble of conveying letters to and from the nearest Post-office prevent all residents in the interior of districts, except indigo planters and a few wealthy zemindars and traders, from making use of the post at all. The expense of conveyance and delivery, where there is no post, has also the effect not only of restricting the use of the post, but of repressing correspondence altogether.

5. The zemindaree dawks are maintained by the zemindars, and it is deeply and naturally felt as a hardship that they and their dependents, and the public in general, are precluded entirely from making use of these dawks for their private correspondence, even on payment of the customary postage, although the runners never have a full load to carry, and the public correspondence would not be in the least degree impeded if they had to carry private letters besides.

6. In the North-west Provinces, where the law for maintaining the zemindaree or district dawks is the same as in Bengal, these dawks were thrown open for the transit of private correspondence in 1838, but they were not put on a proper footing, nor was the fact of their being so available made generally known until 1846. Since then, the number of letters passing through the district dawks in those provinces has been as shown in the margin. Of this number, 752,066 passed also through the Post-office, yielding regular postage to the amount of *Rs.* 46,584. The remaining 240,035 were despatched from one thannah to another within the several districts, and did not pass through any Post-office. On all letters sent or delivered through the district dawk, district postage is levied, in addition to any regular postage that may be due on them, except in Goruckpore, where no district postage is levied, and where the number of letters that passed through the district dawk in 1849-50 was 60,978. The highest number in any other district was 33,324; and the general average is much lower.* I have not been able to ascertain the amount of district postage realized in each district, but it is held by the magistrates in deposit as a separate fund available for improving existing lines of dawk and establishing new ones.

1846-47	-	109,130
1847-48	-	210,605
1848-49	-	314,48[illegible]
1849-50	-	357,8[illegible]
Total	-	992,101

7. The rate of district postage hitherto levied in the North-west Provinces has been half an anna on each letter, without reference either to weight or distance; but by recent orders of the Lieutenant-governor, this charge is now confined to letters delivered. In my opinion, however, no additional postage should be levied on general post letters; and letters only passing through the district dawk should be charged with the ordinary rates of postage, as if they had passed through the general post. The postage realized on this latter class of letters

* For particulars relating to the district dawks of the North-west Provinces, see the accompanying printed correspondence between the Postmaster-general and the Secretary to Government on the subject.

letters should be held available, as far as may be necessary, for the extension and improvement of the district dawks.

8. The law requires the zemindars to keep up the necessary number of runners to carry the public despatches between the thannahs, and from the thannahs to the magistrates' court, and renders them liable to fine if they fail to do so. But this system, wherever it has been allowed to prevail, as is the case throughout the Lower Provinces, except in six districts,* is found to work extremely ill. The magistrates cannot legally punish the runners for delay, and the runners look for their pay not to the magistrates but to the zemindars.

9. In some districts of the North-west Provinces advantage has been taken of the recent settlement to take the management of the district dawks entirely out of the hands of the zemindars, and to commute the service they are obliged by law to render for a fixed sum, which they have agreed in their cabooleuts to pay over and above the jumma of their estates. This sum is paid into the hands of the collector of each district, and by him transferred to the magistrate for the service of the district dawk. From this fund, aided by receipts from district postage, the necessary establishment of peons is maintained.

10. In other districts the service is performed by persons who are borne on the establishment as police burkundazes, but in reality are runners employed on no other duty but to convey the district dawk. This is the case in some of the permanently settled districts of the province of Benares, where it has been found expedient to discontinue the practice sanctioned by law as worse than useless, but where the zemindars (and especially the Rajah of Benares) have not yet agreed to commute their service for a money payment.

11. In six of the districts of the Lower Provinces the magistrates have persuaded the zemindars to resign the management of the district dawks, and agree to a fixed assessment, for the purpose of maintaining the necessary establishment of runners under the magistrates' control. In these districts the service is comparatively well performed, but the permanence of the arrangement depends upon the pleasure of the zemindars; and, moreover, the assessment is levied, not upon the zemindars of the whole district, for whose benefit the dawks are kept up, but upon those zemindars through whose property the lines of thannah dawk road happen, unfortunately for them, to run.

12. I consulted the magistrates of the Lower Provinces as to the expediency of making the district dawks generally available for private correspondence, allowing persons to post letters at the several police stations, and authorizing the village chowkedars to collect letters in their villages for despatch by district dawk, as has been done in the North-west Provinces. Many of the magistrates † highly approved of the plan, and others were as strongly averse to it, under the impression that if the duty of receiving and despatching private letters were imposed on the police, it would divert their attention from their proper functions, or at least afford them a plausible excuse for neglect. This inconvenience, however, has not been found to arise in the North-west Provinces, nor is it likely to be felt here, as it is not probable that more than 10 or 12 letters will be received at or despatched from any thannah in any one day, and generally the number will be much less.

13. The magistrates are generally favourable to the plan of taking the management of the dawks out of the hands of the zemindars, and placing them under the direct control of a Government officer, the cost of maintaining them in each district being assessed on the revenue paying lands rateably to their jumma. The accompanying paper, drawn up at my request by Baboo Prosunnocoomar Tagore, shows that such an arrangement would not be unacceptable to the zemindars themselves; and other native gentlemen I have consulted are of the same opinion.

14. The district dawks in the Madras and Bombay Presidencies have been for some years open to the public; they are very extensively made use of, but it is not found that the duty of receiving and despatching private letters adds sensibly to the labours of the district officers, or renders it necessary to employ additional hands. The despatches, both public and private, in those Presidencies, are carried by peons on the police and revenue establishments.

15. The following is the plan I propose for placing the district dawks in Bengal on a more efficient footing, and making them available for private correspondence; and I would recommend that that part of it which provides for the receipt and delivery of letters at the several police stations should be brought into operation at once, whether the measures I have suggested for improving the efficiency of the dawks be adopted or not.

Proposed Plan.

1. The magistrate of each district should determine the most convenient line of road from each thannah and other police station, either to the Sudder station, or to some point from which there is a communication with the Sudder station by post, and also the most conve-

[illegible] nient

* Cuttack, Tirhoot, Nuddea, Bhulloos, Chittagong, Gwalpara.

† An abstract of the replies received from the magistrates is appended.

nient lines of communication from one police station to another. He should then fix the stages at distances not exceeding six miles, and the establishment to be entertained on each line of road not exceeding two runners at every stage.

2. The annual cost of this establishment should be assessed by the collector upon the zemindars of the district by a per-centage on their jumma, and the amount thus assessed be made recoverable in the same manner as arrears of revenue. For this a law will be necessary, and the draft of such a law is appended.

3. The amount thus annually realized from the zemindars should be brought to credit in the public accounts, as a receipt of the Post-office Department, under a separate head, and held available for the maintenance and improvement of the district dawk in each district.

4. In consideration of the support derived from this source, no charge of postage should be made for any letter sent by the district dawk beyond the charge that would be made on them if sent and delivered through the regular post.

5. Stamped and unpaid covers not exceeding twelve tolahs in weight should be received at every thannah and jemadar's pharee, by the darogah or other authorized officer of police, without demand of any payment whatever from the sender, and the village chowkedars and goraits should be authorized, in like manner, to receive covers in their several villages, and convey them to the thannah.

6. Such covers, if intended for any place within the same district, should be forwarded, if possible, direct to the thannah or other police station nearest to the place of their destination; but if there be no direct communication, they should be forwarded, together with all covers intended for other districts, to the Post-office at the Sudder station.

7. All covers should be despatched on the day on which they are posted.

8. All covers despatched as above from any district dawk office should be enclosed in a bag, with a bill or chellan showing the number of stamped and unpaid letters and newspapers it contains.

9. All covers received at any thannah or other police station should be delivered, without any delay, direct to the person addressed, or his servant or friend; or through the chowkedar or gorait of the village in which he resides; or, to those who give written instructions to that effect, by a hired messenger.

10. Unpaid covers should not be delivered until after payment of the postage due on them; and all postage realized on unpaid covers delivered through the district dawk should be remitted regularly every Saturday to the Sudder Post-office.

11. All letters despatched to and received from places either within or beyond the district should be entered in a register, according to the form annexed; and this register should be forwarded to the Sudder Post-office at the end of each month for inspection and verification.

12. Letter-boxes provided with a slit should be placed conspicuously at each district dawk office, where they can be seen and easily reached by persons passing by, and the words "Letter Box" painted on them in large characters in the vernacular language. These boxes should be locked, and opened only at the time of despatching the letters.

I have, &c.
C. Beadon, Commissioner.

AN ACT for the better Management of Thannah or District Dawks in the *Bengal* Presidency.

To facilitate communication between the magistrates' courts and the police stations in the interior of districts, it was enacted by Clause 4, Section 10, Regulation XX. of 1817 of the Bengal Code, that "in cases where a thannah station may be situated at a considerable distance from the route of the Government dawk, the magistrates, in communication with their police officers, shall establish dawk stations between the thannahs, or from the thannahs to the magistrates' court, at proper distances, according to local circumstances, but not in any instance exceeding five coss; and the land proprietors and farmers of lands, or their local managers, shall be called upon to name and appoint the requisite number of peons or pykes (not being village watchmen) for the performance of this duty." By the same regulation landholders and others were made liable, on proof of wilful disregard of these provisions, to a fine not exceeding *Rs.* 100; and the darogahs of police were required to see that the dawk is duly regulated, and that the peons or pykes are maintained at the appointed stages. These provisions have been in some cases inoperative, the magistrates' orders and the thannah reports being frequently conveyed by the inferior officers of police; and they have been altogether ineffectual to provide for the speedy and regular conveyance of the public despatches, insomuch that it has been found expedient in certain districts, with the consent of the zemindars, to commute the service required of them for a fixed payment in money, and to organize an establishment for the conveyance of the public despatches under the immediate direction and control of the magistrate. In the North-west Provinces, the thannah dawks have

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have also been made available by an order of the Government for the conveyance of private correspondence. For the purpose, therefore, of placing these dawks generally on a more efficient footing, and rendering them conducive as much as possible to the convenience of the public, it is enacted as follows:

1. Section 10, Regulation XX. of 1817 of the Bengal Code, in so far as it requires land-holders or others to appoint peons or pykes for the conveyance of the public despatches between the magistrates' courts and the police stations, and between one police station and another, and renders them liable to punishment for omitting to do so, is repealed.

2. It shall be lawful for the magistrate of any district to determine the lines of road in his district on which a district dawk shall be maintained, and to entertain and appoint writers, peons, runners, boatmen and other persons necessary for carrying on the service thereof, and to declare the amount of remuneration which such persons shall receive.

3. The collector of any district, on receiving from the magistrate a schedule showing the amount annually required for maintaining the district dawk in the manner above described, shall assess the same once for all on the lands within the said district paying revenue to Government rateably according to their jumma; and the amount so assessed shall, when confirmed by the Board of Revenue, be a fixed annual charge on such lands, and shall be recovered in the same manner as arrears of revenue: Provided that the amount so assessed on any lands shall not be liable to be enhanced at any future time.

4. It shall be lawful for the Governor-general of India in Council to frame rules for the management of all or any zemindaree, thannah or other district dawks, and to declare from time to time what portions of any Act or Acts in force for the management of the Post-office shall be applicable to such dawks, and to persons employed in connexion therewith.

C. Beadon, Commissioner.

COPIES

COPIES of REPORT from *Bengal* respecting ELECTRIC TELEGRAPHS; and of DESPATCHES from the COURT of DIRECTORS, sanctioning the Establishment of ELECTRIC TELEGRAPHS in *India*.

HOME DEPARTMENT.

No. 22 of 1852.

To the Honourable the Court of Directors of the East India Company.

Honourable Sirs,

WE have the honour to transmit the accompanying Report from the Government of Bengal, announcing the completion, by Dr. W. B. O'Shaughnessy, of the line of electric telegraph from Calcutta to Kedgeree, together with a Minute recorded by the most Noble the Governor of Bengal, recommending that, in acknowledgment of the merits and services of this officer, a reward of *Rs.* 20,000 should be assigned to him. That, with reference to the success which has attended this experimental line, your honourable Court should be solicited to authorize the immediate commencement of a line or lines from Calcutta to Agra, Bombay, Peshawur and Madras, either simultaneously, or in the order set forth, and that to expedite and facilitate this object, Dr. O'Shaughnessy should be specially deputed to England, in order that he may lay before your honourable Court every information that may be needed, and at the same time have an opportunity of making himself acquainted with the systems prevailing in England, on the Continent, and, if thought advisable, in America also.

2. We concur in the views and approve of the suggestions made by the most Noble the Governor of Bengal, and have authorized the payment to Dr. O'Shaughnessy of the sum of *Rs.* 20,000, as a reward for his services in conducting this important experiment, those services having been rendered gratuitously. As, from the eminent skill, care and economy evinced by Dr. O'Shaughnessy, we consider him to be better qualified than any other person to be entrusted with the superintendence of the electric telegraph operations in India, we have communicated our entire approval of the proposition to direct that officer to proceed immediately to England, for the purposes explained in his Lordship's Minute; and we feel confident that your honourable Court will protect Dr. O'Shaughnessy from all pecuniary loss, by the necessity which the rules of the service impose for his vacating his present appointments of Deputy Assay Master and Chemical Examiner.

We have, &c.

(signed) *Dalhousie.*
F. Currie.
J. Lowes.

Fort William,
23 April 1852.

From Dr. *W. B. O'Shaughnessy*, Superintendent Electric Telegraph, to *J. P. Grant*, Esq., Secretary to the Government of *Bengal*; dated 30 March 1852.

Sir,

IN obedience to the wishes of the most Noble the Governor of Bengal, I have the honour to submit the following Report, showing the present state of the lines of electric telegraph now constructed and in operation, the working and results of the system of correspondence in use since the offices have been opened for actual business, the expenses incurred in all branches of the undertaking, and the bearings of our present experience and information on the construction of lines to the North-western Provinces, Bombay and Madras.

2. The lines now in actual use for public business are—

1.	Calcutta to Diamond Harbour, direction N. and S.	30 miles.
2.	Bishtopore to Moyapore, meeting No. 1 half way, direction E. and W.	11 "
3.	Kookroohattee to Kedgeree, including the Huldee River, 4,200 feet broad	25 "
		66 miles.

The lines ready for use,* when the crossing of the River Hooghly has been permanently effected, are—

4.	Diamond Harbour to Kholakbah	$3\frac{3}{4}$ miles.
5.	Buffaloe Point to Kookroohattee	1 "
6.	Tarapooka extension line on Kedgeree side	10 "
7.	Hooghly River	$1\frac{1}{4}$ "
		16 miles.
	TOTAL Lines	82 miles.

Description.

Description of lines.

3. The Calcutta and Diamond Harbour line runs from Chand Pal Ghaut, Calcutta, to the Post-office and Semaphore building at Diamond Harbour.

Under-ground.

4. There is one conductor of $\frac{3}{8}$-inch iron laid under-ground, in a cement of melted rosin and sand (in the manner minutely described in a former Report), from Chand Pal Ghaut, by the course, across the Meidra, over Alipore Bridge, through the populous bazars and suburbs of Alipore, Bursia and Beyla, through the mission station of Thakoorpookur to Rajmoolla Chuck, a village on the causeway, where the over-ground system commences. The iron rod is thence extended through Kurreebarra, Bistopore, Rajhat and Sursya to Diamond Harbour, on bamboo poles 15 feet high, coated with coal-tar and pitch, and strengthened at variable distances by posts of saul wood, teak and iron wood from Arracan—all under observation, with reference to the comparative effects of the weather, wet earth, insects, &c., on the several kinds of timber employed. To these posts the iron rod is screwed by powerful iron clamps.

Over-ground.

Moyapore line.

5. At Bishtopore, half way, this line is divided at a central bungalow, where the Moyapore† branch meets that from Calcutta at a right angle. The line to Moyapore is constructed over-ground in the same manner as that just described; but there being no road, it runs on the footpaths in use between the island villages, and crosses for some miles through rice swamps, jeels and creeks, on which no road or embankment or bridge exists. Much of this line was constructed during the rains, the welding of the iron rods having been done in canoes.

Led across swamps and rice-fields.

6. The country between the two stations is, in fact, a lake from June to December. I purposely selected this troublesome and objectionable line, on the principle which I have all through this undertaking been guided by, that of encountering the greatest difficulties first, so as to know the worst at once. Expense and labour thus incurred lead clearly to economy and facility in the construction of other and more important lines.

Diamond Harbour to Kedgeree.

7. The lines of conductor from Diamond Harbour to Kola Khali, Buffaloe Point to Kookroohattee, Kookroohattee to Kedgeree, and the extension by Tarapooka Ghaut, are all over-ground, on bamboos, with eight to ten substantial saul, teak, or iron wood posts to the mile; these provided with strong binding screws. These lines are all erected on the pathways provided for the dawk runners, or on the

* Now open (29th March 1852).—(Signed) *W. B. O'S.*

† Moyapore, a corresponding station on the river side, a frequented anchorage, powder magazine, &c., and close to the place where the Bombay mails cross the river.

the banks of the rivers. The Huldee River crosses the Kedgeree line half way, varying in breadth from 4,200 to 5,800 feet, according to the season. A gutta percha covered wire, secured in the angles of a chain cable, is laid across and under this river. The chain cable is found to afford perfect protection against the grapnels of the heavy native boats which incessantly pass up and down, and which, owing to the violence of the currents and the danger of the quicksands, are compelled to drag their anchors when they move at particular times of the tide. Crosses Huldee River at Kedgeree side.

8. The over-ground lines above specified differ totally from those in use in England, America, or any other country, in the following most important points: no wire is used; instead of wire I employ a thick iron rod ⅜-inch diameter, weighing one ton to the mile (the heaviest wire used elsewhere is 1 cwt. to the mile). The use of these iron rods presents the following great advantages over wire:— No wires used on our lines.

1st. Immunity from damage, or fracture by gusts of wind or ordinary mechanical violence. In the hurricane of the 23d and 24th October, last year, not one of these rods was broken; while, in my own experimental line of wire constructed in 1839, every north-wester broke many of the wires. Advantages in using thick iron rods; shown by hurricane of 23d and 24th October last.

2d. If accidentally thrown down by the sliding of an embankment or any other cause, these rods are not injured, although passengers, bullocks, buffaloes and elephants trample on them as they pass.

3d. They cannot be broken or bent without giving great trouble, and requiring the use of smiths' tools, so that mere idlers do not meddle with them.

4th. By their mass of metal they give so free a passage to our electric currents that no insulation is required. We attach the rods to our bamboos, posts, &c., without employing glass, porcelain or any other non-conductor; yet through these lines we work without interruption, during tropical deluges of rain, with miniature batteries, consisting of a dozen cells of platinum wires and zinc. This non-necessity for electric insulation further gives us great protection against lightning. The moment rain falls we are almost safe, as the lightning which strikes the line escapes by the wet posts to the ground.

5th. Again, our system differs from that adopted elsewhere by the rods being placed on the supports, without occasion for the straining and winding apparatus which must be employed with wires. This tension renders wire incessantly liable to fracture, and occasions much expense in construction, and much difficulty in repairs. Avoiding this strain enables us to use bamboos as our principal supports, which has special advantages, subsequently pointed out. No tension required on our lines.

6th. The thick rods admit of rusting to take place to an extent which would be fatal to a wire line unless coated with zinc, a process which weakens the wire, and adds much to its cost.

7th. In point of expense there is no objection to the use of rods; if imported direct, they would not cost more than 10*l*., say 100 rupees per mile. The cost of welding is one quarter more; that of carriage or transit is doubtless greater than for the lighter wire; but all this included falls far below what would be expended on the winders, insulators, zincing, and straining posts absolutely necessary on a wire line. Rods not more costly than thin wires.

9. That the welding of the lines of iron rods presents no practical difficulty is shown by our experience; we have on several occasions, with one village forge, carried by two coolies, welded up a mile of rods in a working day. The rods are previously prepared, in 200 feet lengths at a central depôt. Welding of rods no difficulty.

10. I have enumerated these facts in detail because I attach great importance to the iron-rod system, as different from that of wires, and most especially with reference to its value in India. If we have to construct lines for general communication, our track will often run through a "howling wilderness," tenanted only by wild beasts or mere savages in human form; while on our best roads, even if we entertain a police establishment, we may rest assured they will take but slight troubles on their duties. The lines must protect themselves, or incessant interruptions will take place.

Rods not injured by birds or monkeys.

11. I pass over with slight remark the damage done to wires, in my experiments in 1839, by birds and monkeys; whole swarms of crows, kites and fishing eagles may now be seen daily enjoying themselves on our lines through the swamps of the Diamond Harbour road; they cause us no harm, and we do not molest them; our correspondence flies through their claws without interception; but it has happened on one occasion that a flash of lightning struck the wet rod, and killed some scores of its harmless incumbents.

Use of bamboos.

12. The use of the bamboo for supporting posts demands especial notice; at first, I only tried it as scaffolding, to be replaced by teak or saul posts; I did not suppose it possessed of sufficient strength or durability to be permanently employed; but the hurricane of the 23d and 24th October exposed our lines to an ordeal I never expected they could go through unharmed: while trees, the growth of centuries, were uprooted, houses of solid masonry levelled with the ground, the country inundated, the "Precursor" and "Powerful" steamers driven ashore, a fleet of ships and innumerable native craft wrecked or dismasted, not one of our posts was broken. It was the realization of the fable of the bulrush and the oak: the bamboo bent slightly to the hurricane, and rose erect when its violence had ceased.

Bamboos resist storms which destroy timber posts.

13. In point of durability, the bamboo may be open to objection; but this must be viewed with reference to prime cost, abundance and facility of supply, and degree of labour in construction, whatever timber be employed; now 100 bamboos cost, carriage included, say *Rs.* 16; 100 saul posts of equal length, *Rs.* 300. The saul posts must be renewed in eight years, as shown by the present state and history of the palisades of Fort William.

Cheapness of bamboos.

	Rs.	*a.*	*p.*
Bamboos, 200 per mile	32	–	
Renewed, say in every two years in eight years	128	–	–
Cost of saul posts, 200 at 3 rupees	600	–	–
Difference in favour of Bamboos in one mile	472	–	–

14. Thus the comparative cost in eight years would be, as shown in the margin, *Rs.* 472 per mile in favour of the bamboo. It should be added, that the lightness of this kind of posts, the abundance and ubiquity of its supply, the ease with which it is worked, and the rapidity with which it is placed, are all practical advantages of such real value that I am persuaded that were bamboos available in Europe, no other supports would be employed.

Objections to European over-ground system still maintained.

15. While the over-ground system, on the plan I have followed, presents the great advantages of rapidity in construction, exceeding cheapness, and immunity from accident, from storms, lightning and wanton injury, to a degree I could scarcely have anticipated, I am bound to say that the objections I recorded in 1850, in my Report to Government, to the European and American over-ground system, as advocated by Colonel Forbes, remain totally unaffected by the results now attained and described; but, were this otherwise, had it been that my former views were erroneous, it seemed to me that the moment I was entrusted with the construction of an experimental line, it became my paramount duty to dismiss every preconceived or controversial opinion, and apply myself to ascertain the method which would afford the cheapest, safest and quickest means for accomplishing the all-important object of telegraphic communication, totally leaving aside how far the results might establish or refute my previous opinions.

Subterranean system indispensable in certain localities;

16. But, notwithstanding the advantages thus set forth, there are many localities where the subterranean or subaqueous plan is indispensable; for instance, through all populous towns and markets, across rivers too broad to be spanned from masts, and in the immediate vicinity of each corresponding station, where the subterranean position of a portion of the line constitutes the best of all protections from the appalling dangers of the thunder-storms, so incessant and terrific for several months of the year in this country: the experience of the month now ending has afforded such evidence as places this fact in the clearest light.

and affords great protection from lightning.

Unusual frequency and severity of thunder-storms this month.

17. Thunder-storms have been more frequent and more violent from the 1st to 26th of March this year than has been the case in any three months for the last fifteen years. During these storms, flashes of lightning have repeatedly entered our offices; but no injury has been caused to any individual, and but one instrument has been rendered unserviceable.

18. In thus describing, however, the immunity we have enjoyed, I by no means wish to assert that all risk has been obviated. The occupation of a signaller

naller has its perils; so has that of the soldier and sailor; all we can do is to use every precaution which science and experience teach us to adopt.

River-crossing.

19. In paragraph 7, I have described the method by which the Huldee River, 4,200 feet wide, has been successfully crossed, and which is now in course of application to the Hooghly River, 6,200 feet wide, above Diamond Harbour. River-crossings:

20. I have already, in several previous Reports, referred to a great number of experiments made by my assistants and myself on this very important point. Without entering into details too fatiguing for a general reader, I have to state the following facts.

21. The system alluded to in my Report to the Military Board, dated 20th December 1849, consisting in the use of a repeating instrument on each bank of the river, and a naked massive rod across and below the water, was tried with success; but it was found that the repeating instruments required to be attended by skilful and careful assistants, and that, in practice, such derangement occurred as caused very frequent interruptions. This plan was accordingly set aside. With a repeating instrument and naked rod, failed.

22. Again, a method of conveying signals across a broad river without any metallic conductor, using the water itself as the sole vehicle of the electric impulses, was tried, at great labour and at considerable expense, and signals were so conveyed across the Hooghly River in the month of May last, for several days, at the line where the chain is now being placed. But it was ascertained that to correspond by this system required an enormous battery, of at least 300 cells, and that the maintenance and working and current expense of this battery would cause such heavy outlay, and call for the application of such labour and skill, as could not be in practice devoted to any river-crossing. The system was accordingly given up, after full and fair trial. Without metallic conductors; not applicable in practice.

23. Innumerable experiments were subsequently made on iron and copper wire ropes, insulated in different modes, protected by spiral and parallel coatings of iron wire and rods. In these experiments so many failures occurred, that it needed some perseverance to arrive at a successful issue. This has been, I conceive, attained; and I shall describe, with all possible brevity, the system I should now follow in future lines. Different kinds of conductors tried.

24. A copper wire, covered with gutta percha (in England) forms the electric conductor. The wire is but $\frac{1}{16}$-inch in diameter, so slight that it may be broken by the fingers; the gutta percha coating so soft that it can be cut through with the nail, and, moreover, liable to be (very slowly) acted upon by water. To use this wire, so as to depend on our correspondence being maintained, we must protect the wire itself from all mechanical strains, and its coating from similar injury, and from the chemical agency of the water in which it has to be placed: this latter object I accomplished by covering the gutta percha with a spiral coating of sheet lead, secured closely and firmly by a spiral of tape, saturated with melted wax, applied hot. Experiments, now conducted for 16 months, show that in that time the gutta percha coating of a wire so prepared experiences no change of weight, and undergoes no chemical action of any appreciable amount. Chain cable system finally adopted.

25. For the mechanical protection of that line I adopt two systems, according to the nature of the river to be crossed, whether tidal and navigable by large vessels, or such as we have to deal with chiefly towards the North-west, nearly dry for a part of the year, and for the remainder only navigated by small craft, using light anchoring tackle.

26. The Huldee River is an instance of the first kind across that river. I have laid successively five experimental lines: one, a copper wire insulated with wax and tape; two, an iron wire rope; three, a gutta percha coated wire, undefended; four, a gutta percha covered wire, with defensive coating like that used between Dover and Calais; five, and lastly, a gutta percha covered wire, secured in the angles of a chain cable: of these, the first, second, third and fourth were cut through by the grapnels of native craft, in periods varying from one to 20 days. The last mode Experiments on the Huldee River. Four lines cut through by native boats.

mode has proved successful. The chain tears away the grapnels which hook it, and the boatmen now give the line a "wide berth."

27. It is almost unnecessary to say that the failure of the four first trials, made chiefly to ascertain how far a guard-boat could be depended upon for the defence of lines not mechanically or self-protected, caused considerable outlay, and gave me much anxiety, but the result now obtained is, I conceive, well worth the previous cost. For all tidal rivers like the Huldee, navigated by native craft, under 100 tons burthen, I conceive the chain system to be completely efficient.

28. How far the plan is applicable to a great river like the Hooghly, navigated by fleets of shipping of all tonnage, to 1,600 tons and more, and by heavy native craft, not under European officers, especially in the only locality where there is a chance of maintaining the line intact, remains to be decided by actual trial. That trial is now in progress.

Crossing the Hooghly River.

29. A chain of ⅝-inch iron cable is being laid across, under the able management of Mr. Wickham, the assistant harbour-master, by whom the chain was placed across the Huldee. The bed of the river being soft mud, the chain will, doubtless, sink in many places, so as to be below the reach of anchors when dragged across the line; but in some places it may not settle to this depth; and emergencies will arise in which ships must drag their anchors, and endanger the continuity of the chain.

Precaution used.

30. To guard against this as far as practicable, a boat, under a European officer, is stationed on the line; signal guns are fired from the Kookroohattee, when vessels approach it; beacons have been erected at each side of the river; notices have been issued by the marine authorities to the pilot service, and circulated in Bengalli among the native navigators. A semaphore mast is also being erected to carry on the communication with Diamond Harbour in case of casualty to the chain. Despite of all their precautions, this river-crossing must always be a source of anxiety, and a risk of interruption.

A line to Saugor recommended instead of Kedgeree line.

All materials of Kedgeree line available for one to Saugor.

Great advantage of Saugor line.

31. I now very much regret that the marine authorities, when duly consulted prior to our selection of a line to the sea, objected to the route *viâ* Culpie and Saugor to the site of the new lighthouse, which I then wished to follow, and which I believe they would now admit to have very great advantages over the Kedgeree line. It is satisfactory, however, to know, that should the chain fail us, as I believe it will, the whole of the telegraph rods, supports, &c., can be transferred in a few days to the Diamond Harbour side, and may, in a month or six weeks, be erected so as to afford a corresponding station at Culpie, and another at Saugor lighthouse. Culpie is a much-frequented anchorage, is within sight of Rungafulla tidal semaphore, in correspondence with which it would transmit reports of great practical value on the depth of water in the critical channels between that station and Kedgeree. An office at Saugor Point would give intelligence of arrivals often two days earlier than Kedgeree, would report vessels in distress, convey orders to outward-bound steamers and shipping, and communicate news and despatches of importance with very much greater facility and certainty than can be accomplished *viâ* Kedgeree, where inward-bound vessels in the south-western monsoon seldom anchor, and scarcely communicate even their names before their arrival at Diamond Harbour.

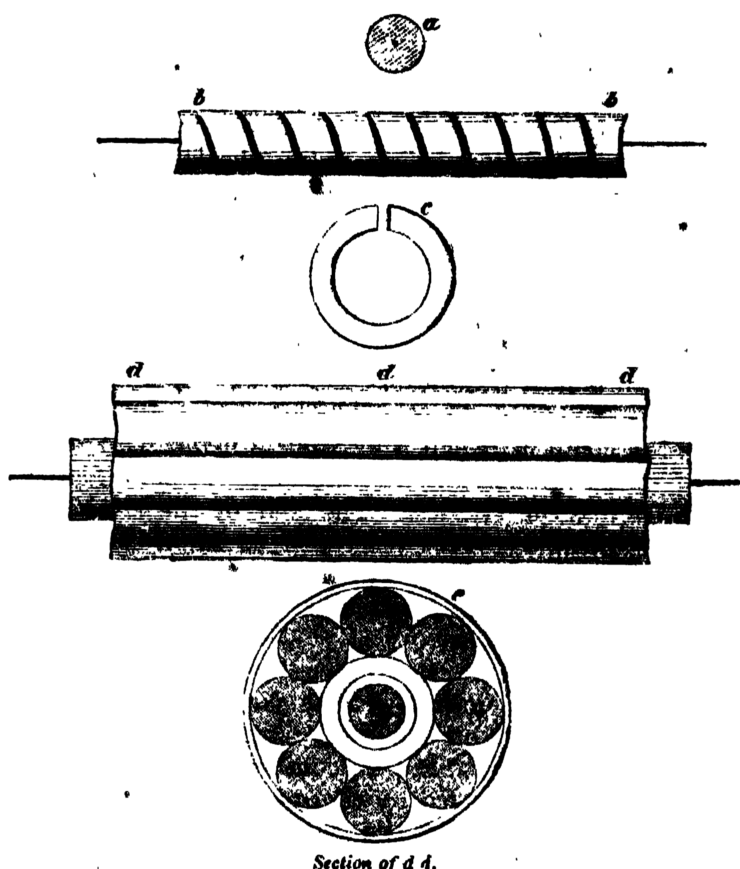
Would be obtained at a saving of *Rs.* 200 a month.

32. All these advantages would be gained at a reduction of our present establishment of the guard-boats and officers now entertained for the Hooghly and Huldee River lines, and amounting to about *Rs.* 200 per month.

33. In the opinion of the best judges, persons familiar with the river and with Saugor, there is no practical difficulty whatever in running the line along the edge of the island. Channel Creek is the only wide water crossing: this is nearly dry at ebb-tide, and is never kedged through. There are several small creeks, but they present no impediment worth dwelling on, as they, as well as Channel Creek, can be crossed with certainty and ease in the mode I shall now describe.

34. The

34. The gutta percha covered wire, *a a*, coated with sheet lead and waxed tape, *b b*, is surrounded transversely with rings cut out of iron wire, as shown in the margin, *c*; parallel to the wire outside the rings are then placed iron rods, each ⅜-inch diameter, touching each other, so as to form a bundle like the Roman fasces, *ddd*; the length of these rods is rather greater than that of the river or creek to be crossed; the rods are then secured by transverse loops of iron, *e*.



Section of d d.

35. An experimental line of this kind has been tested at the Allipore iron bridge yard by every sort of mechanical trial far more severely than by any impact or strain to which it possibly can be subjected in the rivers or creeks referred to, and has most successfully withstood all attempts to injure it; it is as flexible as a wire-rope of the same diameter.

36. This is the plan I would accordingly follow in Channel Creek, or in the rivers between Calcutta and the North-west, such as the Soane, the Ganges, Jumna, &c., across which it can be placed with ease and certainty. In point of expense, it may be estimated at about *Rs.* 3,000 for the mile of river.

37. The working of a line to Saugor *viâ* Culpie might be depended upon the whole year through as certainly as that of the line between Diamond Harbour and Calcutta is at present. Communication with Kedgeree might be maintained, if thought desirable, by semaphore; but the lumbering inefficiency of the semaphore system gives it but a questionable shade of superiority over the dawk itself. I should not conclude the notice of this subject without alluding to the great value the communication with Saugor would prove of in time of war, in the early receipt of intelligence and orders, and in the possible case of the approach of an enemy's cruisers to the mouth of the river.

Advantage of Saugor line in case of war.

38. I now proceed to consider the working and results of the system of correspondence in use since the offices have been opened for actual business.

39. This took place on the 4th of October, when the junction was completed between the experimental station at Allipore and the new office at Chaudpoul Ghaut, Calcutta. Since that day four offices have been regularly in correspondence; namely, Calcutta, Moyapore and Diamond Harbour, with a reserve station at Bishtopore; and since the 3d February, two offices, Kedgeree and Kookroohattee, have been open on the Kedgeree line.

System of correspondence on the lines.

40. From the 4th of October till the 5th of December the line was worked, and shipping intelligence printed and circulated gratuitously, with the view of satisfying the mercantile community as to the efficiency of the correspondence which could be carried on by its means. This done, the semaphore between Calcutta and Diamond Harbour was abolished on the 5th of December.

Intelligence published four times daily.

 41. From

No interruptions on our lines.

41. From that day till this date I am happy to say no interruption whatever has taken place in our correspondence, a result the more important as such interruptions are of very frequent occurrence and long duration on the European lines, where the weather is often blamed for what I believe to be the fault of the instrument and persons employed in the offices.

Night correspondence.

King of Ava's letter.

42. Night correspondence has, in a great number of urgent cases, been carried on with a certainty and rapidity which I did not myself anticipate. The signal-boys sleep in the instrument rooms, where an alarm is set: when thoroughly awakened (not an instantaneous operation with a sleepy schoolboy), correspondence proceeds as if by day. As an instance of what has been done in this way, I may adduce a visit by the Superintendent of Marine, Captain Rogers, to the Calcutta office, about 11 P.M., on the night of the 14th February, to learn if the "Phlegethon" steam vessel had landed the King of Ava's letter at Diamond Harbour: in four minutes the answer was obtained from that station, although all the signallers were in bed and asleep when Captain Rogers came to the office.

Confidential messages freely entrusted to our offices.

43. The degree of confidence reposed in the office by the public is such as to surprise us all: messages on banking business, law matters, opium speculations, domestic concerns, &c., many being of a strictly secret nature, have been entrusted to us; and in no case have I had reason to find fault with our employés for any indiscretion.

44. On one occasion two individuals were, on the same day, sending orders to their agents at Kedgeree, one to arrest a ship, the other to despatch it with all possible speed: neither party could obtain any information as to the despatch sent by the other, although the attempt was made by both to penetrate the secret.

Money receipts.

*Private messages.**

45. Our pecuniary returns are threefold greater than I anticipated: I stated that *Rs.* 200 a month might be expected; over *Rs.* 600 are now constantly realized; and that this amount will be much increased when either the Kedgeree or Saugor line can be depended upon for continuous correspondence, I think cannot admit of reasonable doubt.

Service messages.†

46. Besides the messages from private individuals, the telegraph is daily had recourse

	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*
* **December 1851.**						
Private messages sent and received - - - -	116	13	–			
Subscriptions for circulars - - - - - -	429	10	6			
				546	7	6
January 1852.						
Private messages sent and received - - - -	257	12	–			
Subscriptions for circulars - - - - - -	474	0	3			
				732	5	3
February 1852.						
Private messages sent and received - - - -	148	4	–			
Subscriptions for circulars - - - - - -	468	–	–			
				636	4	–
TOTAL - - - *Co.'s Rs.*				1,915	–	9
Average of three months - - - *Rs.*	638	5	7			

	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*
† **December 1851.**						
Service messages sent and received - - - -	185	15	–			
Circulars at *pro formâ* charge - - - - -	96	–	–			
				281	15	–
January 1852.						
Service messages sent and received - - - -	301	14	–			
Circulars at *pro formâ* charge - - - - -	96	–	–			
				397	14	–
February 1852.						
Service messages sent and received - - - -	450	–	–			
Circulars at *pro formâ* charge - - - - -	96	–	–			
				546	–	–
TOTAL - - - *Co.'s Rs.*				1,226	13	–
Average per month - - - - *Rs.*	408	15	–			

recourse to for reports and intelligence, and orders to and from the Marine Department for reports to the superintendent of salt chokies and other public authorities; and the aggregate of such communications, charged, *pro formâ*, at the same rate as private messages, shows that the work done by the office is a direct profit to Government, even in this incipient stage of our operations.

47. On the Kedgeree line two stations are maintained, Kookroohattie and Kedgeree; and whenever any despatch of importance is transmitted from Kedgeree, a boat takes it from Kookroohattie to Diamond Harbour. The necessity of this will cease when the chain line is laid across; and it is then more than probable that the Kookroohattie station may be abolished.

48. The establishment entertained to work these lines, with six corresponding offices, required by the exigencies of as many river stations, is composed of the individuals named in the accompanying List (B.), at the salaries specified, in all amounting to *Rs.* 867.

Establishment of signallers required.

49. On this establishment* there are many extra hands and probationers entertained, with reference to the exceeding unhealthiness of some of the out-stations, and to protect the public against interruption by misconduct on the part of the lads themselves. Were they to suppose we could not do without them, as would be the case had we barely the number required, it would need but slight temptation to induce them to desert us at critical times, and to trouble us by importunate demands for increase of allowances. With a few extra hands, I can admonish, fine and punish at discretion, and provide for absence through sickness, thereby ensuring efficiency; while, with a smaller number, I could not venture on the system of discipline I now rigorously adopt, nor supply substitutes for those disabled by the fevers which prevail at all the out-stations.

Necessity for numerous extra hands on these lines.

Rate of signalling.

50. The proficiency of the youths in correspondence daily improves. Up to this time I prevent the use of abbreviations, and cause each word to be spelt in full, with reference to the youth and inexperience of some of our signallers, and the paramount importance of avoiding mistakes in correspondence; with our senior lads, the rate of signalling and reading now equals that on the English lines; and when I feel myself warranted in permitting the use of abbreviations, our work will equal that of the American offices.

Fallacious statements regarding rates on other lines.

51. I would here advert briefly to certain statements which from time to time astonish the public, respecting the despatch of several hundred words in a minute by means of telegraph machines and electric currents. The thing is possible in two rooms of the same house, or even on an extended line when insulated by absolute dryness of the air, or by the whole of the lines being encased in ice in the depth of an American winter; but the possibility exists only for the work of a few minutes, when these deceitful and complicated instruments are certain to become disordered. We may, I consider, deem ourselves fully efficient if we work in India as well as they do on the great English lines; and this condition I may fairly say we have already attained. I therefore dismiss all considerations of the elaborate toys to which I allude, which, however creditable to the skill of the constructor, are practically but of insignificant value, and most certainly, for reasons to be adduced in another place, can never be made use of on Indian lines.

52. I now proceed to notice, succinctly, the instruments in use in all our stations.

Instruments used on our lines.

53. I had in 1839 ascertained, by experiments on a very large scale, that to maintain electric correspondence in India would require great modifications in the instruments used elsewhere, owing to the prodigious electric excitement of the atmosphere, of such frequent occurrence, and to many other causes which I have detailed in previous Reports.

53½. Accordingly,

		Rs.	*a.*	*p.*
Establishment for December 1851	- - - - - -	829	1	-
Ditto - for January 1852	- - - - - -	826	2	3
Ditto - for February 1852	- - - - - -	874	10	8
		Rs. 2,529	13	11

Necessity for using simplest possible instruments.

53½. Accordingly, on organizing experimental correspondence for our lines, I speedily found that, unless the instruments could be reduced to such a condition of simplicity that when deranged they could be set right by mere schoolboys, and without the aid of a mechanic, regular and sustained correspondence would be totally impracticable.

54. To explain this, it is sufficient to state that, in all our lines running north and south, there is a natural current of electricity continuously flowing; that this current deranges the polarity of our needles, confers permanent polarity on soft iron, and produces chemical stains on prepared tissues: these facts suffice to show to those who have studied this subject, that no matter what instruments we use, whether English, American, or of our own invention, these must be constantly liable to derangement; and this irrespective of the sudden violence of the furious thunder-storms occurring so frequently at particular seasons. It follows, that at each station, if we use complex instruments, we should provide several of them, or at least supply them in duplicate, with a skilful mechanic to take charge of and adjust them, or else we must make instruments of such thoroughly simple forms that our boys can do this for themselves.

55. There being no mechanics out of Calcutta, and here but two skilled in such handicraft, I was driven step by step to discard every screw and lever, and pivot and foot of wire, and frame-work and dial, without which it was practicable to work. I accordingly and successively tried and dismissed the English vertical astatic needle telegraph, the American dotter, and several contrivances of my own invention, most skilfully constructed by Mr. Crible, of Calcutta. Every thunder-storm put the astatic needles *hors de combat*, by deranging the polarity of one or both the needles. The American temporary magnets became permanently polarized, and ceased to actuate the markers. At length, by August 1851, when incessant interruption of this kind had almost driven me to despair, I contrived the little single needle horizontal telegraph, now in use in all our stations, and with which we work in all weathers without danger of interruption. It sometimes becomes disordered, as every instrument must, but it is changed or replaced, "or cured," in a few seconds by the signallers on duty, and if totally destroyed is but the loss of *Rs.* 3, the cost at which the instrument is made by the boys themselves, including their profit on the construction.

Effects of lightning at Bistopore station on 21st March.

56. There is on the table before me, while I write, one of these instruments, which was in use on the evening of the 21st March, Sunday, at the Bistopore station, at half-past 8 P. M., during a terrific north-wester: a flash of lightning struck the line, traversed the instrument, made its wires red-hot, and melted their ends into beads. In less than two minutes, Charles Todd, the signaller on duty, had placed another coil in gear, and reported by telegraph to Calcutta what had taken place in his office.

Alarm apparatus.

57. The same simple apparatus, slightly modified, attached to a "Sam Slick" clock, causes this to ring incessantly by night when an alarm is to be conveyed.

58. The reverser or director, by which the battery currents are transmitted, has equally undergone simplification and improvement in point of solidity and strength, until it now totally differs from any instrument of the kind used elsewhere.

59. A battery of 12 to 20 pieces of platinum wire, with zinc plates, suffices to work our lines and instruments through the heaviest rain and most violent storms.

60. To all our telegraphs and alarms a lightning conductor is attached, of the simplest conceivable construction, by which a flash entering the station will, in nearly all cases, pass off without injury to anything beyond the fusion of the ends of the fine wire of the instrument in use. This lightning conductor is, in principle and construction, totally different from those used elsewhere. I at first employed the kind known as "Walker's" on the English lines, but discarded them as too complex and expensive for use in a country where every thunder-storm would "expend them" in dozens.

Total cost of instruments for one station not *Rs.* 100.

61. In fine, we can now provide all our stations with complete sets of instruments of every kind, battery, reverser, telegraph and alarm, with a dozen reserve telegraphs, for less than *Rs.* 100. I need say nothing to point out the importance

ance of this fact, when we have to provide for the numerous offices which must before long be organized in this country.

62. I have next to show the total expenses incurred up to this time in the construction of the line, distinguishing this specially from the cost of experiments of the training school for pupils, office-rent, furniture, instruments for meteorological observations, maps, books, clocks, erection of bungalows for some outstations; also setting aside the value of articles lent from the arsenal and naval stores, such as two chain cables, tents, wax powlins, a brass six-pounder gun for signals, a semaphore mast, some meteorological instruments, telescopes, &c.; lastly, stores in hand are taken credit for at cost price. All this duly considered, the accompanying sketch account shows the cost of construction of 11 miles subterraneau and 69 miles over-ground line, independent of river-crossings, to have amounted to *Rs.* 36,201. 7. 11., being at the rate of *Rs.* 452. 8. 3. per mile. Total expenditure on lines.

63. The detailed accounts* have been submitted to the Military Board up to 31st December 1851, and to the Accountant Government of Bengal to 31st October 1851, leaving only *Rs.* 6,777. 1. 2. unadjusted, of which the accounts are in preparation, and will be sent in as soon as practicable; meanwhile the accompanying statement may be fully depended upon within a margin, which cannot influence any question of importance.

64. It will be remembered that the above result of *Rs.* 452. 8. 3. per mile, although *Rs.* 297. 7. 9. below my estimate of *Rs.* 750 for any line under 100 miles, is still far above what the cost of future single lines will be. Many failures and mistakes have been made and paid for heavily; but they have led to this point, that I am enabled confidently to undertake the construction of future over-ground lines at the rate of *Rs.* 350 per mile for a single, *Rs.* 550 for a double line, river-crossings and erection of offices being a separate charge.

65. A single line to the North-west or Madras would amply suffice for the transmission of Government despatches; if led through the valley of the Ganges, with offices at all the large cities, a double line would be required for the wants of the community as well as of Government. Expense of lines to North-west or Madras.

66. From the experience of the home and American systems, I am of opinion that an office or station should be provided at every 100 miles, in order to secure correspondence in all weathers. The cost of each office would average *Rs.* 500 a month rent, and, current expenses included, say *Rs.* 5,000 a month as the cost of correspondence on a line of 1,000 miles. Offices required in 1,000 miles.

67. I believe that, without clashing with the Government work, the 10 stations thus contemplated would, on the North-west trunk road line, pay a very considerable sum for the transmission of private business, provided the system be adopted of making a low and uniform charge (for each message of 16 words, of two syllables each, one rupee), irrespective of the distance to which the message is sent.

68. With a double line along the valley of the Ganges to Allahabad and *viâ* Agra to Bombay, at a cost of *Rs.* 550 per mile, and embracing 25 stations, I consider it beyond all doubt that not only would every expense be paid, but a large net profit be ensured. A double line must yield a large profit.

69. It is not alone the great stations on the line itself, but every place of importance within, say, 100 miles of the line at each side would be brought within a day's correspondence of all the stations; the two great termini and centre, say Calcutta, Bombay and Agra, included.

70. On the cost of construction of such great lines, and of providing these with apparatus, the expense of their establishment and working, there can be no uncertainty.

	Rs.	*a.*	*p.*
* Received from the General Treasury	51,507	1	8
Ditto by sale of materials, &c.	1,028	3	1
	52,535	4	9
Accounts submitted to the Military Board	45,758	3	7
	Rs. 6,777	1	2

uncertainty. The Diamond Harbour and Kedgeree lines have answered every question of this kind. The time required for construction has been rendered equally certain. Allowed eight months for importation and collection of materials, their distribution on the line, and all other preliminary arrangements, three or even five miles a day could be easily constructed from the commencement of operations.

71. But to ensure the economy and despatch above described, iron rods and such material must be procured in the English market, not at the ruinous and extortionate rates which prevail in Calcutta whenever purchases are made on Government account.

72. Having already, in my letters of the 10th and 13th February, adverted to my own position in connexion with the experiments and the construction of the lines now in operation, and referring to these letters for the discussion of many matters with which I am unwilling to encumber this Report, I have, in conclusion, to solicit the indulgent consideration of Government for such imperfections as they may deem to exist in the results of my experiments. I have never been in a telegraph office elsewhere, and I have had no one to refer to here for advice in any doubtful case. Whatever has been done has, moreover, been accomplished in the hours snatched with difficulty from the laborious duties of the Assay Office, in which I well knew that not even the semblance of the slightest remissness would be passed over without severe animadversion by the Mint committee.

I have, &c.
(signed) *W. B. O'Shaughnessy*,
Superintendent Electric Telegraph.

Calcutta, Electric Telegraph Office,
30 March 1852.

(True copies.)
(signed) *J. W. Dalrymple*,
Under-Secretary to Government of Bengal.

MINUTE by the most Noble the Governor of *Bengal*; dated the 14th April 1852.

Electric telegraph in Bengal.

1. DR. W. O'SHAUGHNESSY has submitted his last Report, announcing the completion of the line of electric telegraph from Calcutta to Kedgeree. In all its parts, as well as in that portion of the line which is carried under-ground as in that which is conducted, after the European manner, on posts, its success has been complete. Neither the heat nor the rains, neither the violent atmospheric influences, nor the thunder-storms and hurricanes to which it has been exposed during the past twelvemonth, in a degree which will probably never be exceeded, have interrupted the full and continuous working of the line. Even the more difficult object of carrying the wire in safety across the Hooghly, where it is so liable to injury by the shipping, appears to have been fully accomplished. A mechanism and a system, both admirable for their simplicity, and therefore doubly valuable in India, and under the circumstances in which the telegraph will be worked, have been devised and brought into operation. An establishment of young lads has been trained, and has conducted the duties hitherto with regularity, and to the satisfaction of the Government and of the public.

Financially, the experiment may be regarded as quite successful. The monthly charge amounts to *Rs.* 925, while the receipts from private parties exceed *Rs.* 916; leaving the whole of the Government correspondence conducted almost without charge.

In like manner it appears from Dr. O'Shaughnessy's letters, that the entire line, 80 miles in length, has been constructed for a sum lower than the estimate by *Rs.* 13,000.

2. I have visited the line, and, in common with hundreds of others, can bear testimony to the beautiful simplicity of the work, to the regularity of its operations, and to the perfect success of it as a national experiment of the highest and most

most immediate moment to the interests of India. In truth, the best of all testimony is borne to it by the periodical delivery every three hours during each day of intelligence from each station between Calcutta and Kedgeree, up to the hour at which the intelligence is delivered here in Calcutta.

3. These are admirable and most valuable results; and I believe I am doing no more than expressing the universal opinion of the community when I say, that for them the Government of India is indebted to the ability, the undaunted energy, the perseverance and skill of Dr. W. O'Shaughnessy. He has accomplished the whole, unaided, within a comparatively short time, in the midst of other imperative duties, and without any remuneration whatever.

4. I am of opinion that for these things Dr. O'Shaughnessy deserves the highest approbation and substantial proofs of the gratitude of the Government he has served so well.

If it were in my power, as Governor of Bengal, to confer upon Dr. O'Shaughnessy a reward adequate to his claims, I should hasten to do so at once; but adverting to what I conceive to be the immense value of the success which he has achieved, to the economy with which he has worked, to the anxiety and responsibility of his task, and to the absence of all remuneration since he commenced his labours, I consider him to be entitled to a richer acknowledgment than I am competent to bestow.

I beg leave, therefore, in the most earnest language, to recommend to the Government of India, that it should direct to be paid to Dr. O'Shaughnessy, for what he has already accomplished in the success of the experimental line, the sum of *Rs.* 20,000.

5. The complete success of the experimental line has added intensity to the ardent desire I have entertained, ever since the first report on the subject was submitted, to see the main line of electric telegraph between Calcutta and Peshawur, Bombay and Calcutta, Madras and Calcutta, fairly commenced before I quit India next year.

6. The vast advantages of such a communication, if feasible, are apparent at a glance. The experimental line has shown not only that it is feasible, but that it may be made easy of accomplishment, rapid in execution, cheap of construction, and profitable in its returns.

7. If additional proof of its political value were required, it would be found in recent events, when the existence of an electric telegraph would have gained for us days when even hours were precious, instead of being dependent for the conveyance of a material portion of our orders upon the poor pace of a dâk foot-runner.

8. Since, then, the early establishment of the electric telegraph is all-important alike to the Government and to the community in India; since it has been shown to be practicable, safe, cheap and profitable; I entreat the Government of India to second with all its authority my most urgent solicitation to the Honourable Court of Directors, that they will authorize the immediate construction of a line or lines from Calcutta to Agra, to Bombay, to Peshawur, and to Madras, either simultaneously, or as soon as possible, in the order in which they are placed in my list.

9. Relying confidently on the acquiescence of the Government of India in this request, I would beg to offer some suggestions for expediting the submission of the question to the Court, and for giving effect to its consent, which I am satisfied will not be withheld, so soon as the Court shall be convinced of the correctness of the results we are now about to lay before them.

Every thing, all the world over, moves faster nowadays than it used to do, except the transactions of Indian business.

What with the numbers of functionaries, boards, references, correspondences, and several governments in India; what with the distance, the reference for further information made from England, the fresh correspondences arising from that reference, and the consultations of the several authorities in England; the progress of any great public measure, even when all are equally disposed to promote it, is often discouragingly slow.

10. In the present instance, the inconveniences usually felt in this country have been obviated by causing Dr. O'Shaughnessy to communicate direct with

the Government of Bengal: his Report of the completion of the line has thus been considered by the local government without delay, and I trust it will be speedily forwarded to the Court by the Government of India.

11. I am very desirous of endeavouring to expedite and facilitate its consideration by the authorities in England.

To that end I beg leave respectfully to recommend to the Governor-general in Council, that Dr. O'Shaughnessy should be directed to proceed to England at once, simultaneously with the transmission of the Report.

His presence will enable him to give every information to the Honourable Court respecting the system he has established, and its operation. His accounts will enable the Court to test the estimates for the extension of these lines, by examination of past expenditure. All necessity for references to India will be removed, and the Court will be in a condition to pronounce its decision at once.

12. I have already stated, that I cannot doubt that the decision of the Court will sanction the work. In that case, Dr. O'Shaughnessy's presence in England will be of great additional value. With the sanction and under the directions of the Court, he will be able to direct the preparation of materials for the electric line on very favourable terms, and with that speed and in those quantities which alone will lead to a speedy establishment of the whole line. This could not be effected in India.

13. As I cannot doubt that, if the line be carried on, the past services of Dr. O'Shaughnessy will entitle him, in the eyes of the Government, to be selected for the superintendence of the larger work, his visit to England will be further valuable by giving him the opportunity of becoming acquainted with the English, the continental, and even the American systems and modes of construction; for it is not the least part of Dr. O'Shaughnessy's merits that he has never seen an electric telegraph line, though he has so successfully constructed one, and contrived its organization.

14. Dr. O'Shaughnessy, if he be allowed to proceed to England, cannot, by the rules, be permitted to retain his office or his salary; but I trust the Government of India will not hesitate to take upon itself the responsibility of assuring Dr. O'Shaughnessy, that they will use all their efforts to ensure that he will not, during his absence, or on his return, be subjected to any pecuniary loss by his mission.

15. Heartily commending this matter to the favourable consideration of the Governor-general in Council, I trust that it will meet with an early assent.

(signed) *Dalhousie.*

(A true copy.)

(signed) *J. W. Dalrymple.*
Under-Secretary to the Government of Bengal.

COPY PUBLIC LETTER to the Governor-general of *India* in Council; dated 23 June 1852, No. 26.

LETTER from, in Home Department, No. 22, dated 23 April 1852.

Forwarding a Report from the Government of Bengal, announcing the completion by Dr. W. B. O'Shaughnessy of the line of electric telegraph from Calcutta to Kedgeree; together with a Minute by the most Honourable the Governor, stating that, in acknowledgment of the services of that officer, he has been presented with the sum of *Rs.* 20,000. That with the view of commencing a scheme of electric telegraphs for India, which the Court are requested to sanction, Dr. O'Shaughnessy, to whom it is proposed to entrust the superintendence, will be directed to proceed to Europe for the purpose of submitting to the Court every information that may be needed, and of making himself acquainted with the various systems which prevail.

Para. 1. WE have observed with much interest the progress of the experimental line of telegraph at your Presidency, and now receive with true satisfaction the account of its successful termination, under the superintendence of W. B. O'Shaughnessy.

2. We entirely approve of the manner in which you have testified your sense of the merits and services of Dr. O'Shaughnessy, who gratuitously devoted much time and attention to the execution of the work, and has now brought it to a successful issue; and of the remuneration of *Rs.* 20,000 which you have assigned to him.

3. Concurring,

3. Concurring, also, in your view of the desirableness of commencing lines of electric telegraph to connect the different seats of Government, we shall be prepared, in view to the early accomplishment of that object, to give our serious consideration to the propositions which Dr. O'Shaughnessy may lay before us.

(signed) *J. W. Hogg.* *C. Mills.* *J. L. Lushington.* *J. Cotton.* *E. Macnaghten.* *R. D. Mangles.* *W. H. C. Plowden.* *J. H. Astell.* *W. Dent.* *J. P. Muspratt.* *H. Shank.* *M. T. Smith.* *H. Willock.* *W. J. Eastwick.* *J. A. Moore.*

London, 23 June 1852.

COPY PUBLIC LETTER to the Governor-general of *India* in Council; dated 20 October 1852, No. 38.

Para. 1. WITH reference to our despatch in this department, dated the 23d June 1852, intimating to you our intention to take into consideration the subject of introducing a system of electric telegraph into India, we have to inform you that upon the arrival of Dr. O'Shaughnessy in this country, we maturely considered propositions which, at our request, that officer submitted to us for the purpose.

2. We at once determined to take measures for the immediate provision of the materials required to be sent from this country for the construction of 3,150 miles of electric telegraph in India, to connect the various seats of Government, the three Presidencies, the North-western Provinces, and the Punjab.

3. These materials have been ordered, and in the course of a short time their transmission to India will commence.

4. Having called upon Dr. O'Shaughnessy to state his views as to the measures which should be taken for the distribution of the materials as they arrive in India, we forward for your information copy of his letter upon the subject.

5. We desire that you will take the subject into your immediate consideration, in view to making such preliminary arrangements as you may think proper.

6. The precise route of the lines we leave for your decision.

7. You will communicate to the Governments of Madras and Bombay your determination upon the above questions, in order that no delay may occur in the simultaneous commencement of the work.

8. Measures are in progress for the instruction, under the superintendence of Dr. O'Shaughnessy, of certain of our recruits in the art of constructing and working the electric telegraph.

9. We would direct your attention to the observations of Dr. O'Shaughnessy upon the preservation of the articles as they arrive in India.

We are, &c.

(signed) *J. W. Hogg.* *R. Ellice.* *J. Loch.* *J. L. Lushington.* *W. B. Bayley.* *E. Macnaghten.* *J. H. Astell.* *J. C. Whiteman.* *J. Masterman.* *W. Dent.* *H. Willock.* *J. A. Moore.* *J. Cotton.* *W. J. Eastwick.*

London, 20 October 1852.